SANTA CLARA
Valley Transportation Authority

POLICY ADVISORY COMMITTEE

Thursday, May 14, 2015

4:00 PM

VTA Conference Room B-104

3331 North First Street

San Jose, CA

AGENDA

CALL TO ORDER

1. ROLL CALL

2. ORDERS OF THE DAY - *Approve the Consent Agenda*

- **The quorum requirement for this meeting is: 9**

3. PUBLIC PRESENTATIONS:

This portion of the agenda is reserved for persons desiring to address the Committee on any matter not on the agenda. Speakers are **limited to 2 minutes**. The law does not permit Committee action or extended discussion on any item not on the agenda except under special circumstances. If Committee action is requested, the matter can be placed on a subsequent agenda. All statements that require a response will be referred to staff for reply in writing.

4. Receive Committee Staff Report. (Verbal Report) (Lawson)

5. Receive update on Envision Silicon Valley. (Verbal Report) (Haywood)

6. Receive Chairperson's Report. (Verbal Report) (Carr)

CONSENT AGENDA

7. Approve the Regular Meeting Minutes of April 9, 2015.

8. ACTION ITEM - Recommend the VTA Board of Directors approve the Fiscal Year 2016 and Fiscal Year 2017 Congestion Management Work Program and budget.

9. ACTION ITEM - Recommend the VTA Board of Directors approve the programming of FY 2015/16 Transportation Fund for Clean Air (TFCA) Program Manager funds to projects.

10. ACTION ITEM - Recommend the VTA Board of Directors adopt the 2014 Monitoring and Conformance Findings.

11. INFORMATION ITEM - Receive the Development Review Quarterly Report for January to March 2015.

12. INFORMATION ITEM - Receive the 2014 Regional Pavement Condition Summary Report.

13. INFORMATION ITEM - Receive a status report on the Semi-Annual Update of Bicycle Expenditure Program (BEP) projects.

14. INFORMATION ITEM - Receive an update on Bay Area regional toll operations policies.

15. INFORMATION ITEM - Review the Legislative Update Matrix.

REGULAR AGENDA

16. ACTION ITEM - Recommend the VTA Board of Directors adopt a resolution approving the project priorities for the FY2015/16 Countywide Transportation Development Act Article 3 program and approve modifications to the County Expressway Pedestrian Program.

17. ACTION ITEM - Recommend the VTA Board of Directors approve the implementation plan of express lanes on SR 85.

18. INFORMATION ITEM - Receive a report on marketing VTA transit service to high-density housing corridors.

19. INFORMATION ITEM - Receive a report on the transportation grant programming and funding process.

20. INFORMATION ITEM - Receive an update on the Regional Reports. (Verbal Reports) (Quigley)

A. Metropolitan Transportation Commission (MTC)

B. California Transportation Commission (CTC)

OTHER

21. Review PAC Work Plan. (Lawson)

22. ANNOUNCEMENTS

23. ADJOURN

The Consent Agenda items may be voted on in one motion at the beginning of the meeting under Orders of the Day. If you wish to discuss any of the Consent Agenda items, please request that the item be removed from the Consent Agenda under Orders of the Day, Agenda Item #2.

In accordance with the Americans with Disabilities Act (ADA) and Title VI of the Civil Rights Act of 1964, VTA will make reasonable arrangements to ensure meaningful access to its meetings for persons who have disabilities and for persons with limited English proficiency who need translation and interpretation services. Individuals requiring ADA accommodations should notify the Board Secretary's Office at least 48-hours prior to the meeting. Individuals requiring language assistance should notify the Board Secretary's Office at least 72-hours prior to the meeting. The Board Secretary may be contacted at ☎ (408) 321-5680 or ✉ board.secretary@vta.org or ☎ (408) 321-2330 (TTY only). VTA's home page is www.vta.org or visit us on Facebook www.facebook.com/scvta. ☎ (408) 321-2300: 中文 / Español / 日本語 / 한국어 / tiếng Việt / Tagalog.

All reports for items on the open meeting agenda are available for review in the Board Secretary's Office, 3331 North First Street, San Jose, California, (408) 321-5680, the Friday, Monday, and Tuesday prior to the meeting. This information is available on VTA's website at www.vta.org and also at the meeting.

SANTA CLARA Valley Transportation Authority

POLICY ADVISORY COMMITTEE

Thursday, April 9, 2015

MINUTES

CALL TO ORDER

The Regular Meeting of the Policy Advisory Committee (PAC) was called to order at 4:04 p.m. by Chairperson Carr in Conference Room B-104, Valley Transportation Authority (VTA), 3331 North First Street, San Jose, California.

1. ROLL CALL

Attendee Name	Title	Status
Paul Resnikoff	City of Campbell	Present
Michael Kotowski (Alternate)	City of Campbell	NA
Savita Vaidhyanathan	City of Cupertino	Present
Barry Chang (Alternate)	City of Cupertino	NA
Cat Tucker	City of Gilroy	Absent
Vacant (Alternate)	*City of Gilroy*	
Jeannie Bruins	City of Los Altos	Absent
Mary Prochnow (Alternate)	City of Los Altos	Absent
John Harpootlian	Town of Los Altos Hills	Present
Vacant (Alternate)	*Town of Los Altos Hills*	
Marcia Jensen	Town of Los Gatos	Present
Rob Rennie (Alternate)	Town of Los Gatos	NA
Carmen Montano	City of Milpitas	Absent
Garry Barbadillo (Alternate)	City of Milpitas	Absent
Susan Garner	City of Monte Sereno	Absent
Marshall Anstandig (Alternate)	City of Monte Sereno	Absent
Larry Carr	City of Morgan Hill	Present
Rich Constantine (Alternate)	City of Morgan Hill	NA
John McAlister	City of Mountain View	Present
Chris Clark (Alternate)	City of Mountain View	NA
Liz Kniss	City of Palo Alto	Absent
Cory Wolbach (Alternate)	City of Palo Alto	Present
Charles “Chappie” Jones	City of San Jose	Present
Vacant (Alternate)	*City of San Jose*	
Teresa O’Neill	City of Santa Clara	Present
Jerry Marsalli (Alternate)	City of Santa Clara	NA
Howard Miller	City of Saratoga	Absent
Rishi Kumar (Alternate)	City of Saratoga	Present
Jim Davis	City of Sunnyvale	Present
Gustav Larsson (Alternate)	City of Sunnyvale	NA
Mike Wasserman	SCC Board of Supervisors	Present

A quorum was present.

2. ORDERS OF THE DAY

Chairperson Carr noted staff’s request to defer the General Manager’s report.

Member Kumar arrived and took his seat at 4:08 p.m.

Member Wasserman referred to **Agenda Item #7**. Regular Meeting Minutes of March 12, 2015, page 2 of 5, Item #5, second paragraph, last line that reads "6) expressed support for a sales tax measure," noting some Committee Members expressed conditional support regarding the sales tax measure. The conditional support was based on the streets and expressways being included.

Chairperson Carr noted that **Agenda Item #7**. Regular Meeting Minutes of March 12, 2015, page 2 of 5, Item #5, second paragraph, last line will be stricken from the minutes.

M/S/C (Wasserman/Davis) to receive the Orders of the Day.

3. PUBLIC PRESENTATIONS

Robert Kirby, Interested Citizen, advocated for a policy change to improve the transit connection between Caltrain andVTA. .

Jim Lawson, Director of Government Affairs and Executive Policy Advisor and Staff Liaison, reported that VTA does its best to connect with Caltrain and staff is continuing to find ways to better improve connection times.

4. Committee Staff Report

Mr. Lawson provided a report highlighting the following: 1) the Board of Directors received and announced the following at the April 2, 2015, Meeting: a) a status update of the VTA-BART Comprehensive Agreement; b) the opening of Avaya Stadium and noted that transit service for the first game on March 22, 2015 was a success; and c) VTA received positive feedback regarding transit service to and from the Wrestlemania event held at Levi's Stadium on March 29, 2015; and 2) announced VTA participated in the Stand Up 4 Transportation earlier today.

On order of Chairperson Carr and there being no objection, the Committee received the Committee Staff Report.

Alternate Member Wolbach arrived and took his seat at 4:15 p.m.

The Agenda was taken out of order.

6. Chairperson's Report

Chairperson Carr provided a brief report, noting: 1) A Board Workshop will be held on May 1, 2015 at 9:00 a.m. to discuss the draft Biennial Budget for FY16/17 and the draft Environmental Information Report (EIR) on El Camino Real Bus Rapid Transit (BRT); and 3) encouraged city representatives to volunteer to discuss the different transportation issues for their jurisdiction.

NOTE: M/S/C MEANS MOTION SECONDED AND CARRIED AND, UNLESS OTHERWISE INDICATED, THE MOTION PASSED UNANIMOUSLY.

5. Envision Silicon Valley

Scott Haywood, Policy and Community Relations Manager, provided a brief report noting the draft goals, principles and next steps. Mr. Haywood introduced Melissa Cerezo, Senior Transportation Planner.

Ms. Cerezo discussed the various qualitative and quantitative metrics that were presented at the stakeholders meetings and solicited feedback from the Committee.

Members of the Committee suggested the following topics be added to the metrics: 1) Farebox Recovery; 2) Gap closures, first and last mile connection; 3) mode split, specifically vehicle miles traveled (VMT); 4) expressways; and 5) addressing the areas not well serviced.

Mr. Haywood thanked the Committee for their input and noted the following: 1) a Facilitator Role is included in the draft goals 2) the goals are more general based; and 3) the draft goals is scheduled for the Board Agenda in May 2015.

On order of Chairperson Carr and there being no objection, the Committee received an update on Envision Silicon Valley.

CONSENT AGENDA

7. Regular Meeting Minutes of March 12, 2015

M/S/C (Wasserman/Davis) to approve the Regular Meeting Minutes of March 12, 2015.

8. Fiscal Year 2016 & Fiscal Year 2017 Congestion Management Work Program 3331

M/S/C (Wasserman/Davis) to receive the Fiscal Year 2016 and Fiscal Year 2017 Congestion Management Work Program.

9. Legislative Update Matrix

M/S/C (Wasserman/Davis) to review the Legislative Update Matrix.

REGULAR AGENDA

Chairperson Carr requested the following items be heard together: **Agenda Item #10.** PDA Planning Grant Supplemental Program of Projects and **Agenda Item #11.**Vehicle Registration Fee Matching Funds for VTA Planning Grant Applications.

10. PDA Planning Grant Supplemental Program of Projects

Ven Prasad, Engineering Group Manager, provided an overview of the staff report.

Public Comment

Roland Lebrun, Interested Citizen, inquired about Diridon qualifying for a Priority Development Areas (PDA) grant.

Mr. Lawson noted that the Diridon Station would qualify and staff would be looking at that in the future.

M/S/C (Wasserman/Davis) to recommend that the VTA Board of Directors approve the Priority Development Area (PDA) Planning Grant supplemental program of projects for funding as presented and adopt a Resolution of Local Support for both projects

11. Vehicle Registration Fee Matching Funds for VTA Planning Grant Applications

Mr. Prasad provided an overview of the staff report.

Upon inquiry of Chairperson Carr, Mr. Prasad responded that there must be Vehicle Registration Fee (VRF) Matching Funds for the grant applications.

M/S/C (Wasserman/Jones) to recommend that the VTA Board of Directors program $310,365 in available Vehicle Registration Fee (VRF) Matching Funds as the local match for three Complete Street Studies.

12. Amend the Fiscal Year 2015 Congestion Management Program Fund Operating Budget

John Ristow, Director of Planning and Program Development, provided an overview of the staff report.

Members of the Committee inquired about the following: 1) Caltrans invoices; 2) paying the salaries for the contracted employees; 3) the geographical area of work; and 4) the scope of work.

Mr. Ristow made the following comments: 1) reported that VTA pays the salaries through state and federal funds; 2) noted that bringing Caltrans staff to VTA helped focus their attention on VTA's needs; and 3) clarified that there are two part-time and one full-time employees.

Member Wasserman referred to a time when the Board and Committee supported the idea of bringing Caltrans staff to VTA due to the lack of attention VTA received with Caltrans staff being 45 miles away. He further noted the importance of measuring the results of a project and whether it is cost effective to continue.

M/S/C (O'Neil/Davis) to recommend that the VTA Board of Directors amend the Fiscal Year 2015 Congestion Management Program Fund Operating Budget by $467,373 for the operation of the Innovative Delivery Team Program (iTEAM).McAlsiter opposes

13. (Deferred)

Receive a report on marketing VTA transit service to high-density housing corridors.

14. Update on Regional Reports

A. Metropolitan Transportation Commission (MTC)

Aaron Quigley, Senior Policy Analyst, provided a brief report, highlighting the following actions taken at the March 25, 2015 MTC meeting: 1) elected Jake McKenzie, Sonoma County representative, to serve as Vice Chair of the Commission; 2) approved the project list for the Cap & Trade Low Carbon Transit Operations Program Population-Based funds; 3) approved two appointments to the MTC Policy Advisory Council; and 4) discussed a list of projects for the fourth cycle of the Lifeline Transportation Program.

Mr. Quigley further reported about the Bike Share Program, noting MTC is moving forward with a private company called Motivate. Mr. Quigley discussed the proposed plan provided by Motivate to eliminate some cities that were part of the original pilot program.

Upon Member McAlister's inquiry, Mr. Lawson responded noting the initial company that provided the equipment and management for the Bike Share Program had severe financial problems, including bankruptcy. He stated that MTC received a proposal from the private company Motivate, who determined where the program would be most successful. He also stated that various VTA staff and Committee Members encouraged MTC staff to look at all options in order to maintain the cities that were part of the original pilot program. Mr. Lawson noted according to the metrics used two rides, per bike, per day, was considered a success and Mountain View was measured at .48 per bike, per day.

B. California Transportation Commission (CTC)

Mr. Quigley provided a brief report noting that CTC met on March 26, 2015, and approved the Allocation for the Active Transportation Program funds which would allocate $443,000 to the central and south county bike corridor plan.

On order of Chairperson Carr and there being no objection, the Committee received an update on the Regional Reports.

OTHER

15. Committee Work Plan

On order of Chairperson Carr and there being no objection, the Committee reviewed the Committee Work Plan.

16. ANNOUNCEMENTS

Chairperson Carr noted that City of Sunnyvale representatives volunteered to speak at the May 14, 2015 meeting.

17. ADJOURNMENT

On order of Chairperson Carr and there being no objection, the Committee meeting was adjourned at 4:58 p.m.

Respectfully submitted,

Theadora Travers, Board Assistant
VTA Office of the Board Secretary

SANTA CLARA
Valley Transportation Authority

Date: May 4, 2015
Current Meeting: May 14, 2015
Board Meeting: June 4, 2015

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Policy Advisory Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director of Planning and Program Development, John Ristow

SUBJECT: Fiscal Year 2016 & Fiscal Year 2017 Congestion Management Work Program

Policy-Related Action: Yes **Government Code Section 84308 Applies: No**

ACTION ITEM

RECOMMENDATION:

Recommend the VTA Board of Director's approve the Fiscal Year 2016 and Fiscal Year 2017 Congestion Management Work Program and budget.

BACKGROUND:

Congestion Management Agencies (CMAs) were created in 1990 by Proposition 111 and its accompanying legislation that required that every county with an urbanized population of more than 50,000 establish a CMA. CMAs were designed to meet the goals of increasing the efficiency of existing transit and roadway systems, planning the best capital improvements to these systems, and improving the local land use decision-making process to support and compliment the transportation system investments.

The Congestion Management Program (CMP) must contain five elements: 1) a system definition and traffic level of service standard element; 2) a multimodal performance measures element; 3) a transportation demand management and trip reduction element; 4) a land use impact analysis element; and 5) a capital improvement program. In addition to these five elements, other actions, such as the development of a countywide transportation model and deficiency plans, are necessary to meet the requirements of the CMP legislation.

Along with the requirements mandated by Proposition 111, the CMP Work Program also includes requirements from following:

- 1995 Resolution by Member Agencies for the Transportation Fund for Clean Air Program Manager Fund (TFCA 40%) for county level project prioritization and program management;

- SB45 legislation in 1997 that led to the VTA prioritizing and programming Santa Clara County's Regional Improvement share of State Transportation Improvement Program and assuring compliance with the SB45 Use-It-Or-Lose-It provisions;
- Passage of AB1012 in 1999, which imposed timely-use-of-funds requirements for Federal Highway Administration grant funds;
- SB83 Vehicle Registration fee that collects a $10 registration fee for motor vehicles registered in Santa Clara County;
- SB375 which aligns regional long-range transportation plans and investment policies, regional allocation of the obligation for cities and counties to zone for housing policies and a process to achieve greenhouse gas emissions reductions targets for the transportation sector; and
- Various MTC resolutions that devolved the implementation of programs from MTC to county CMA level

The Fiscal Year 2016 (FY 2016) and Fiscal Year 2017 (FY 2017) CMP Work Program is composed of the following main work areas:

- Programming and Grants
- Congestion Management Program Conformance
- Land Use and Transportation Integration
- Plans, Studies and Traffic Engineering
- iTEAM

DISCUSSION:

The proposed FY 2016 and FY 2017 CMP Work Program is a result of inputs including statutory requirements, Board initiated activities, and staff recommended initiatives reacting to federal, state and regional issues. Based on these inputs, the Work Program reflects more focus on tasks and activities related to coordination and advocacy of funding for local projects, capital project initiatives, state/regional advocacy, land use coordination due to new state mandates and member agency assistance.

CMP Work Program

The proposed FY 2016 and FY 2017 CMP Work Program is included as Attachment A.

CMP Budget and Fees

The proposed FY 2016 and FY 2017 CMP Budget summarized below supports the major tasks outlined in the CMP Work Program for the upcoming year, including the total estimated cost of VTA staff, consultant services, and other goods and services to accomplish each task.

The projected revenue is comprised of the following:

FY 2016 Projected Revenue

Member Agency Fees	$ 2,407,274
MTC STP Planning Grant	$ 2,098,000
STIP Programmed Project Monitoring (PPM) Funds	$ 628,000
Vehicle Registration Fee (VRF) Program Administration Fee	$ 100,000
Local Partnership Funds	$ 402,000
TFCA 40% Local Program Manager Administrator Fee	$ 115,000
Investment Earnings	$ 12,000
Total:	**$ 5,762,274**

FY 2017 Projected Revenue

Member Agency Fees	$ 2,407,274
MTC STP Planning Grant	$ 1,765,000
STIP Programmed Project Monitoring (PPM) Funds	$ 1,053,000
Vehicle Registration Fee (VRF) Program Administration Fee	$ 100,000
Local Partnership Funds	$ 120,000
TFCA 40% Local Program Manager Administrator Fee	$ 115,000
Investment Earnings	$ 12,000
Total:	**$ 5,572,274**

Member Agency fees are based on the fee schedule adopted by the Board in June 2005, which specifies annual increases of 3.5%. However, the fee structure for FY 2016 and FY 2017 remains unchanged from FY 2012.

The projected expenditures are comprised of the following:

FY 2016 Projected Expenditures

1.	Programming and Grants	$ 978,446
2.	Congestion Management Program Conformance	$ 1,078,944
3.	Land Use and Transportation Integration	$ 1,757,293
4.	Plans and Studies	$ 1,413,165
5.	iTEAM	$ 766,022
	Total:	**$ 5,990,870**

The proposed FY 2016 CMP Budget of $5,990,870 is $917,030 more than the adopted FY 2015 CMP Budget of $5,073,840.

FY 2017 Projected Expenditures

1.	Programming and Grants	$ 975,446
2.	Congestion Management Program Conformance	$ 906,995
3.	Land Use and Transportation Integration	$ 1,516,735
4.	Plans and Studies	$ 1,398,165
5.	iTEAM	$ 700,000
	Total:	**$ 5,817,587**

The proposed FY 2017 CMP Budget of $5,817,587 is $173,283 less than the proposed FY 2016 CMP Budget of $5,990,870. This is primarily due to the decrease in MTC STP funds in FY 2017.

ALTERNATIVES:

The CMP Work Program could be altered through additions, deletions or modifications.

FISCAL IMPACT:

Appropriation for the Recommended FY 2016 and FY 2017 CMP Work Program will be included in Recommended FY 2016 and FY 2017 Congestion Management Program Fund Operating Budgets which will be submitted for approval by the VTA Board of Directors at its June 4, 2015 meeting.

ADVISORY COMMITTEE DISCUSSION/RECOMMENDATION:

The Technical Advisory Committee (TAC) considered this item on April 9, 2015. Since the item was for information only the Committees received the staff report and took no action.

The Policy Advisory Committee (PAC) considered this item on April 9, 2015. The Committee approved the item as information only as part of the Consent agenda.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

The Congestion Management Program & Planning Committee (CMPP) considered this item on April 16, 2015 and discussed the following: Traffic Impact Fees; Grants and their criteria; technology and its use the in the CMP Monitoring Report; Complete streets; and Priority Development Areas.

Staff will bring Traffic Impact Fees and Grants and their criteria back to the committee as separate items in the following months. All other discussion items will be incorporated into the FY16/FY17 CMP Work Program. As the item is for information only the CMPP received the staff report and took no action.

Prepared by: John Ristow
Memo No. 4738

ATTACHMENTS:

- Attachment_B_FY16FY17_MA_Contributions (PDF)
- Attachment_C_CMP_Overview (PDF)
- Attachment_A_FY16FY17_CMPWorkProgram_Update (PDF)

EXECUTIVE SUMMARY

Purpose
The Santa Clara Valley Transportation Authority (VTA) Congestion Management Program (CMP) Work Program outlines the major tasks VTA will address during Fiscal Year 2016 and Fiscal Year 2017 (FY16 and FY17) as the CMP. The Work Program includes statutory requirements, Board initiated activities, Member Agency requested activities, and staff recommended initiatives regarding federal, state and regional issues.

The CMP Work Program consists of five main work areas:

- Programming and Grants
- Congestion Management Program Conformance
- Land Use and Transportation Integration
- Plans, Studies and Transportation Engineering
- Innovative Delivery Team Program (iTEAM)

Programming and Grants
Programming and Grants consists of Santa Clara County's currently programmed projects using CMA-monitored federal, state, regional and local funds and/or included in the first 10 years of the most current Valley Transportation Plan (VTP). The major activities of Programming and Grants are 1) Grant Programming and Policy Development, 2) Programmed Projects Monitoring and 3) Agency Project Delivery Assistance.

Congestion Management Program Conformance
The CMP statutes require biennial monitoring of the freeways, rural highways and designated CMP intersections that comprise the CMP Network to ensure that Member Agencies are conforming to the CMP Level of Service (LOS) standard of LOS E. VTA exceeds this requirement by monitoring nearly all elements of the CMP Network annually. Data collected through the monitoring process is shared with Member Agencies to allow for up-to-date traffic analysis. Member Agencies with facilities found to be out of conformance with the LOS standard risk losing gas tax subventions provided by Proposition 111.

Land Use and Transportation Integration
VTA works with local agencies in land use and transportation integration by providing technical guidance through the Community Design and Transportation Manual of Best Practices, an active Development Review program, and quarterly Land Use / Transportation Integration (LUTI) Working Group meetings to ensure that local land use decisions complement VTA's roadway and transit investments.

Plans, Studies and Transportation Engineering
As part of this work area, VTA staff leads a monthly meeting of the Systems Operations & Management (SOM) Working Group with Member Agency staff on a wide variety of transportation engineering and planning topics and as directed by VTA's Technical Advisory Committee (TAC). The work in this area includes VTA staff collaboration with local agencies on planning and engineering studies, refining of projects to move forward for funding consideration, regional studies, the Transportation Systems Monitoring Program, applications of Geographic Information Systems

(GIS), various corridor planning studies, the organization, use and distribution of CMP information (e.g., travel demand model data, GIS information, and other transportation data), coordination on efforts with regional partners such as MTC and Caltrans on behalf of Member Agencies, and general technical assistance to Member Agencies on a wide range of transportation topics.

Innovative Delivery Team Program (iTEAM)

This work area includes the deployment of iTEAM as a model for partnering with Caltrans with the objective of enhanced transportation service in Santa Clara County and serving as an innovation laboratory to develop best practices for transportation. The iTEAM efforts focus on local assistance, project delivery and traffic engineering/innovative transportation solutions. The local assistance efforts include continued expanded training to local agencies, increased assistance to local agencies on local assistance matters, and coordination leading to expedited payment of invoices by Caltrans accounting. The traffic engineering/innovative transportation solutions efforts include streamlining of the process for conducting traffic operations analysis and closer collaboration with Caltrans on matters related to traffic operations and engineering and the application of technology to address transportation challenges. The project delivery efforts include deployment of new processes to enhance the project delivery process,

Fiscal Impact
The CMP Work Program is funded through the following sources:

- Member Agency Fees
- MTC STP Planning Grant
- STIP Programmed Project Monitoring (PPM) Funds
- Vehicle Registration Fee (VRF) Program Administration Fee
- TFCA 40% Local Program Manager Administrator Fee
- Investment Earnings

The projected expenditures for the CMP Work Program are:

	FY16	FY17
Programming and Grants	$ 975,446	$ 975,446
Congestion Management Program Conformance	$ 1,078,944	$ 1,157,240
Land Use and Transportation Integration	$ 1,757,293	$ 1,516,735
Plans, Studies and Transportation Engineering	$ 1,413,165	$ 1,398,165
Innovative Delivery Team Program (iTEAM)	$ 766,022	$ 770,000
TOTAL:	$ 5,990,870	$ 5,817,586

Mandates
The CMP Work Program is comprised of requirements from:

Proposition 111 (1990) – Legislation that created Congestion Management Agencies (CMA)
- Congestion Management Program Plan
- CMP Monitoring and Conformance Program/Report
- Countywide Transportation Demand Model & Database
- Land Use Impact Analysis Program
- Deficiency Plans Assistance/Guidelines
- Capital Improvement Program

Transportation Fund for Clean Air Program Manager Fund (TFCA 40%) (1995)– Resolution by Member Agencies
- Management of county level project prioritization
- Ongoing program management (amendments, information requests, audits, annual reports to BAAQMD, etc.)

SB45 (1997) – Legislation that increased the role of Regional Transportation Planning Agencies (RTPAs) in prioritizing State transportation funding by giving them control of 75% of the State Transportation Improvement Program (STIP)

- Prioritization and programming Santa Clara County's Regional Improvement (RIP) share of State Transportation Improvement Program (STIP)
- Compliance with SB45 Use-It-Or-Lose-It provisions

AB1012 (1999) – Legislation that imposed timely-use-of-funds requirements for Federal Highway Administration grant funds on the State and RTPAs

- Assuring timely delivery of Federal Highway Administration grant funds (such as STP, CMAQ, HBRR)

SB83 (2010 Measure B VRF) – Collection of $10 registration fee for motor vehicles registered in Santa Clara County for transportation programs and projects within the County.

- Management of subvention program and project prioritization of Countywide program

SB375 (2008) - Aligns three critical policy areas of importance to local government: (1) regional long-range transportation plans and investments; (2) regional allocation of the obligation for cities and counties to zone for housing; and (3) a process to achieve greenhouse gas emissions reductions targets for the transportation sector

- Coordination of countywide transportation plan, sustainable communities strategy and implementation of resulting programs

MTC Resolutions – Implementation of programs devolved from MTC to county CMA level

- Res. 3860 – Lifeline Transportation Program
- Res. 875 – TDA Article 3

Attachment A

Santa Clara Valley Transportation Authority
Congestion Management Program

Work Program for Fiscal Year 2016 and Fiscal Year 2017 (FY16 and FY17)

INTRODUCTION

Congestion Management Agencies (CMA) were created in 1990 by Proposition 111 and its accompanying legislation that required that every county with an urbanized population of more than 50,000 establish a CMA. CMAs were designed to meet the goals of increasing the efficiency of existing transit and roadway systems, planning the best capital improvements to these systems, and improving the local land use decision-making process to support, and complement transportation system investments.

The Congestion Management Agency (CMA) for Santa Clara County was established in 1991 through a Joint Powers Agreement entered into by the CMA's Member Agencies, which are the fifteen cities within the county and the County of Santa Clara. The CMA functions in Santa Clara County are referred to collectively as the Congestion Management Program (CMP). In 1994, the Santa Clara County Transit District and the CMA were merged to form Santa Clara Valley Transportation Authority (VTA). The CMP functions previously performed by the CMA are now performed by VTA.

Policy and administrative decisions that affect the CMP are made by the VTA Board of Directors (VTA Board). The members of the VTA Board are comprised of elected officials from throughout Santa Clara County: five members from the city of San Jose, five members from other Santa Clara County cities/towns, and two County of Santa Clara Supervisors.

The Board receives input from five advisory committees, with four of these committees providing direction on CMP-related matters: the Policy Advisory Committee (PAC), the Technical Advisory Committee (TAC), the Citizens Advisory Committee (CAC), and the Bicycle and Pedestrian Advisory Committee (BPAC). The PAC consists of one elected official from each of the county's 15 cities and one County Supervisor; its mission is to ensure that all jurisdictions within the county have access to the development of VTA's policies.

The major responsibilities of the CMP include the development, implementation, and administration of the long-range countywide transportation plan for Santa Clara County; promoting land use and transportation integration with Member Agencies; programming of discretionary federal, state, regional and local funds; monitoring projects programmed by the VTA Board; serving as the program manager for certain countywide grant funds; preparation and implementation of the countywide plans and programs; and a range of other planning and programming activities.

The CMP is a distinct program within the Planning & Program Development Division of VTA, under the general direction of the Director, Planning & Program Development. The fiscal resources of the CMP are distinct from those of the VTA Transit Enterprise.

This work program outlines the major tasks that the CMP will address during FY16 and FY17. These tasks, with the total estimated cost of VTA staff, consultant services, and other goods and services for each task shown in brackets, are:

	FY16	FY17
Programming and Grants	$ 975,446	$ 975,446
Congestion Management Program Conformance	$ 1,078,944	$ 1,157,240
Land Use and Transportation Integration	$ 1,757,293	$ 1,516,735
Plans, Studies and Transportation Engineering	$ 1,413,165	$ 1,398,165
Innovative Delivery Team Program (iTEAM)	$ 766,022	$ 770,000
TOTAL:	$ 5,990,870	$ 5,817,586

Each of these activities is discussed in detail in the following text.

1. PROGRAMMING AND GRANTS

1.1. Grant Programming and Policy Development (Policy and Plan Development)

VTA's authority to provide grants ultimately comes from Article 1, Sections 8 & 9 of the US Constitution. California Government Code Section 65802(b) and California Streets & Highways Code Sections 182.6(d)1 and 182.7(d)2, combined with the Metropolitan Transportation Commission (MTC) policies provide VTA, acting as the CMA for Santa Clara County, with more specific requirements for planning, policy development, and programming transportation capital funds.

VTA has prioritization and funding responsibilities in the following programs:

- State Transportation Improvement Program (STIP)
  The STIP is programmed and updated every two years. VTA, as the CMA for Santa Clara County, has the responsibility for prioritizing and programming Santa Clara County's Regional Improvement Program (RIP) share of the State Transportation Program (STIP). The 2016 STIP programming cycle begins in August 2015, and continues through June 2016.

- Program Manager for Transportation Fund for Clean Air (TFCA) 40%
  These funds are programmed annually in the spring. As the Program Manager for these funds in Santa Clara County, VTA staff will continue to work with Member Agencies and the BAAQMD to evaluate local guidelines for future programs. VTA staff will also participate in the development of the regional criteria for the BAAQMD 60% funds. VTA staff will also continue to monitor progress of previously programmed TFCA projects.

- 2006 Transportation Infrastructure Bond Programs
  The Highway Safety Traffic Reduction Air Quality and Port Security Bond Act of 2006 (I-Bond) was passed by the voters in November 2006, and the State is now in the final years of the program. VTA continues to have programing and monitoring responsibilities in the following three programs:
  - State – Local Partnership Program (SLPP)
  - Corridor Mobility Improvement Account Program (CMIA)
  - High Speed Rail Crossing Account (HRCSA)

  These activities peaked in the middle of FY13, and VTA staff anticipates that FY16 and FY17 will be the last two years.

- Regional Transportation Plan Implementation: Surface Transportation Program/ Congestion Mitigation Air Quality (STP/CMAQ) Related Programs

  In FY12, MTC reformulated its' primary distribution channel for these funds, the Block Grant Program, by adding funding capacity and stronger ties to land use , and renaming it the "One Bay Area Grant" (OBAG). VTA adopted the first programming cycle in June 2013 and VTA staff continue to provide programming and delivery support to the initial program of projects. The second programming cycle is scheduled to begin in late summer 2015. VTA staff anticipates a very high level of activity associated through the spring of 2016.

- Senate Bill 83 (SB 83)

  SB 83 was signed into law in 2009. This legislation authorizes a countywide transportation agency, such as VTA, to implement a vehicle registration fee (VRF) of up to $10 on motor vehicles registered within the county for transportation programs and projects. The statute requires that the fee be approved by a simple majority of voters in the county. The VTA Board placed ballot measure 2010 Measure B before voters of Santa Clara County, and it was approved in November 2010. Staff implemented the Board approved expenditure plan for the VRP program and began disbursements to member agencies in 2012. VTA will be developing a new three-year expenditure program for the Countywide portion of this program in 2016.

- Lifeline Transportation Program

  VTA and the County of Santa Clara are jointly designated as the administrators for Santa Clara County and work under a memorandum of understanding. Staff will continue work with MTC and county staff to update project selection criteria and solicit at least one more programming cycle.

VTA staff serves on numerous regional and statewide committees and associations that help develop funding policies and procedures that impact the CMP and VTA's capital programs. They have become increasingly important in forging consensus on issues of regional and statewide

significance and creating consistency among congestion management agencies. These activities include:

- Advocacy for state and federal transportation funds with the MTC, California Transportation Commission (CTC), and California Department of Transportation (Caltrans)
- Participation in regional and state agency committees involving the planning and allocation of transportation resources
- Monthly participation in CMA regional meetings and MTC Bay Area Partnership and participation in ad hoc subcommittees on issues of topical interest

Staff will continue to work with the appropriate federal, state and regional agencies and local project sponsors to manage the grant funds and monitor the progress of those projects through the development and implementation process. There will be a particular focus on implementation of programs previously discussed.

1.2. Programmed Projects Monitoring (PPM)

Two regional bodies and two state bodies have a significant impact on the CMP's capital programs and policies: the MTC, the Bay Area Air Quality Management District (BAAQMD), the CTC, and Caltrans.

VTA staff serves on numerous committees and task forces, and working groups organized by these bodies that develop planning and programming policies and procedures affecting VTA's projects, programs and the interests of VTA's Member Agencies. Examples include: MTC's Partnership Technical Advisory Committee (PTAC) and its associated working groups; the Arterial Operations Committee; the Bay Area ITS Architecture Maintenance Committee; the Bay Area ITS Plan Steering Committee; Caltrans' District 4 Bicycle Advisory Committee; Regional Active Transportation Working Group. In addition, staff serves on numerous committees and working groups associated with the development of the Regional Transportation Plan (RTP) and the implementation of SB 375 – Sustainable Communities Strategies.

Staff analyzes state and regional issues, develops the appropriate countywide response, and distributes relevant information to Member Agencies. Staff will play key roles on activities through FY16 on the development of the 2017 Regional Transportation Plan (RTP) update and implementation of the 2017 countywide transportation plan update.

1.3. Agency Project Delivery Assistance Fund (Program Administration, Project Monitoring and Assistance)

The processes that project sponsors need to follow in order to obtain state and federal funds programmed to their projects are extremely complex. The grant funds are also subject to multiple use-it-or-lose-it deadlines at the regional, state, and federal levels for fund obligation, expenditure, and close-out. MTC is using the congestion management agencies as its agent to communicate these requirements, monitor project progress, and assist local agencies in meeting these requirements.

The CMP provides active oversight of the delivery of CIP projects. This oversight includes a significant level of direct involvement by VTA staff, utilizing consulting engineering assistance where necessary, on high profile state highway projects managed by Caltrans, and occasionally on local road or bicycle projects as requested by Member Agencies.

VTA staff also prepares the Programmed Projects Quarterly Monitoring Report, which is provided to the VTA Board. This report details the progress of projects funded through programming actions by the Board and identifies projects at risk of losing funds due to delivery difficulties.

Staff will continue to work with the appropriate federal, state and regional agencies and local project sponsors to manage the grant funds and monitor the progress of those projects through development and implementation. In addition, it is anticipated that staff will increase advocacy efforts for new grant funds.

These responsibilities will be carried out in the programs mentioned previously in Section 1.1.

2. CONGESTION MANAGEMENT PROGRAM COMPLIANCE

The CMP statutes require that the CMP system is monitored a minimum of every two years (biennially) for compliance with the CMP Auto Level of Service (LOS) standard. However, to obtain a more accurate and useful understanding of system performance, the VTA Board adopted a policy of annual monitoring. If a Member Agency is found to not conform to the CMP standard, it risks losing its gas tax subventions generated by Proposition 111 (Streets and Highways Code Section 2105) and other funding for its capital improvement projects.

Member Agencies are requested to provide land-use monitoring data to VTA by October 1st of the monitoring year. The traffic LOS monitoring results and land use impact analyses are summarized by VTA staff in an annual Monitoring and Conformance Report. The 2013 Monitoring and Conformance Report was approved by the VTA Board in June 2014. Work began in FY14 on the 2013 Monitoring and Conformance Report, and the FY14 Monitoring and Conformance Report began in fall 2014.

The land use information is also used as an input to the Countywide Transportation Demand Model database and for coordinating land use information at the regional level with Association of Bay Area Governments (ABAG) Projections. As Countywide Model land use databases are updated, this information is reviewed and checked against other information to ensure that these databases are as accurate as possible. The land use database is emerging as a critical component of work being conducted region-wide in efforts stemming from the implementation of Assembly Bill (AB) 32 and Senate Bill (SB) 375 and the development of related Sustainable Community Strategies (SCS). This process has assigned additional responsibilities to the region's CMAs, and the VTA CMP Work Program reflects these responsibilities.

In September 2013, the California Legislature passed Senate Bill (SB) 743, which makes a number of changes to California Environmental Quality Act (CEQA) transportation analysis practices. One of the major changes is a shift away from the use of performance measures based on automobile delay (such as Auto LOS) and towards measures such as Vehicle-Miles-Traveled (VMT). While SB 743 addresses CEQA practices and does not directly address the use of Auto LOS for Congestion Management

Program or local purposes, SB 743 will still have significant implications for VTA and Member Agencies. VTA staff is actively tracking the implementation of SB 743 and will provide education and technical assistance to Member Agencies to assist in the transition over the next few years.

Chapter 8 of the 2013 CMP document describes the monitoring program in detail. In summary, the monitoring requirements consist of the following:

2.1. Traffic Level of Service (LOS) Monitoring

Member Agencies previously provided VTA staff with LOS analysis data for CMP intersections. However, in FY16 VTA will collect and analyze LOS data for CMP intersections. Staff, utilizing consultant assistance, collects traffic data on freeways and evaluates the LOS of each freeway segment, including separate evaluations of HOV and mixed flow lanes where applicable. Rural highway data is collected at twelve locations to report vehicle volumes, heavy vehicle percentage, directional split, and LOS. Beginning in 2014, VTA collects and reports weekday afternoon peak bicycle and pedestrian counts at all CMP intersections and weekday 12-hour bicycle and pedestrian counts at twenty additional locations selected to represent a variety of land use types. The CMP Monitoring Program also includes biennial monitoring of Multimodal Improvement Plans (Deficiency Plans) adopted by VTA's Member Agencies.

In the past VTA used aerial photography to gather freeway data. Beginning in FY 16, VTA will explore using Big Data methods to decipher freeway data. Big Data is large data sets that may be analyzed computationally to reveal patterns, trends, and associations. In this case, that data may be used to identify deficient freeway segments. VTA will compare aerial photography and Big Data to determine which method is better suited for this monitoring activity.

2.2. Land Use Impact Analysis Program

Member Agencies have two responsibilities as part of the Annual Monitoring and Conformance Report with respect to the Land Use Impact Analysis Program:

- They must certify that they have used the VTA CMP adopted methodology to prepare transportation impact analyses (TIAs) for all appropriate development projects and have submitted these reports to VTA.
- They must submit an annual report documenting all development project approvals and major land use changes during the year.

VTA works with Member Agencies on Development Review and Land Use and Transportation Integration to fulfill its responsibilities under the Land Use Impact Analysis element of the CMP. These efforts are described in Section 2.3 and Section 3 below.

2.3. Development Review Program Reports

One way of improving transportation and land use decision-making is through VTA's Development Review Program. Under the existing program, VTA staff reviews, on average, over 100 proposed private development projects annually to ensure compatibility with existing and future transit services and transportation projects, as well as a review to assess impacts on the

multimodal transportation system. VTA provides written comments to cities recommending project changes, conditions or mitigation measures. The Community Design and Transportation (CDT) Program has an integral role in this process. In addition, at the request of city staff or in relation to VTA projects, VTA staff actively participates in the early review of city projects, including team/committee meetings and field visits.

The CMP Development Review Program includes a monitoring and evaluation program. VTA staff provides a quarterly report that summarizes VTA's comments and recommendations on development projects reviewed (the Development Review Quarterly Report) to the VTA Board, one Board standing committee and four advisory committees. In addition, VTA staff reports on the responses received from Member Agencies on VTA's recommendations, which provide the VTA Board with critical information on the factors, impacts and trade-offs of their land use decision-making processes. Starting with the 2014 calendar year, VTA staff has also introduced a Development Review Annual Report that summarizes VTA's Development Review activity for the entire year and provides observations on broader trends in development, land use planning and transportation.

Staff continues to implement improvements to this program including a feedback loop with cities to track development approvals and a better tracking system for developments utilizing Geographic Information System (GIS).

2.4. Countywide Transportation Model

2.4.1. Countywide Model Update

The following are planned activities for the upcoming years:

- Improve the highway and transit forecasting capabilities of the model using a variety of new data sources to provide more accurate corridor and station-level boarding estimates.
- Include additional traffic analysis zones in the countywide model to improve vehicle and transit forecasting capabilities and conform to proposed changes in census tracts.
- Update the work non-work trip models using recent data from the California Statewide Travel Survey.
- Begin development of Direct Demand Ridership Models to better capture the effects of land use changes.
- Establish "testing" components to more efficiently test alternative land use and transportation scenarios.
- Develop model components and improvements necessary to address requirements stemming from SB 375 and SB 743.
- Begin development of an integrated land use/transportation model to estimate development impacts and economic benefits caused by changes in transportation system accessibility due to major capital improvements.

2.4.2. Maintenance of the Countywide Model and Database

Maintaining the countywide model requires continued updating and refinement of socio-economic input. It also requires making refinements to the model itself to develop more accurate transportation forecasts. Specific tasks include the following:

- Begin development of an activity-based version of the countywide model to maintain consistency with MTC activity-based models.
- Prepare zone-level estimates of jobs, housing and workers based on and consistent with ABAG's Projections 2013 Plan Bay Area data sets.
- Update countywide annual land use and transportation system based on approved projects and land use policies resulting from the recently adopted Plan Bay Area.
- Update the model as necessary to address implementation of SB 375 and SB 743.

2.4.3. Transportation Modeling Assistance

An additional task will be using the model to assist VTA staff, Member Agencies and other regional partners in developing transportation plans and analyzing the impacts of land use decisions. Specific tasks to be accomplished include:

- Perform Year 2013 through 2040 model runs with updated land use and transportation parameters to support highway and transit corridor projects performed by the VTA.
- Perform model development and demand forecasting for VTA Member Agencies, and other agencies, organizations or projects.
- Function as adjunct staff to other transportation agencies (San Mateo C/CAG and Alameda County Transportation Commission) to perform transportation modeling tasks.

2.4.4. Local Transportation Modeling Support

The CMP also provides technical support to Member Agencies on local transportation modeling issues. For example, model input and output data (transportation as well as socio-economic) is produced in electronic format for use by Member Agencies and assistance and resources are provided for agencies preparing their own local transportation models. VTA CMP staff also provides training to Member Agency staff on the application of the new countywide models. Specific tasks include:

- Assist Member Agency staff to allow for application of the full countywide models by in-house member agency staff if desired.
- Advise Member Agencies and regional partners on strategies for meeting the requirements of SB 375 and SB 743, including the provision of model generated outputs such as vehicle-miles-traveled (VMT).

2.4.5. Land Use Development Data Collection and Tracking

Land Use development data provides a foundation for VTA and Member Agencies in understanding the travel patterns in the County and region. The data is input to the VTA Countywide Travel Demand model to assist in decision making about transit investment improvements in the County. Therefore, it is important that VTA collaborate with Member

Agencies to collect and track timely and accurate data about potential, approved, under construction, and recently completed projects. This effort will centralize and greatly improve the existing land use data collection efforts. The key improvements will include:

- Streamline and improve current development data collection and tracking methods, including better questions and improved data quality
- Combine several existing land use databases into one comprehensive geographic database to manage and track development activity in Santa Clara County
- Provide value-added web portal of land use and transportation data for use member agencies and VTA staff
- Improve internal workflows and reporting by Member Agencies
- Create a comprehensive picture of future travel demand to help make transportation investment decisions

2.5. Development Impact Fees/Multimodal Improvement Plans

To ensure that a CMP directly addresses congestion, state law requires mitigation of deficiencies on the CMP roadway system. In Santa Clara County, a deficiency on a facility exists when the traffic level-of-service (LOS) falls below LOS E, when it previously operated at LOS E or better in 1991. If LOS declines to LOS F on a CMP roadway and this decline in LOS cannot be restored to LOS E or better, then the local jurisdiction with the deficient roadway must complete a Multimodal Improvement Plan (MIP) outlining the measures it will take to mitigate the deficiency. (These plans are referred to as Deficiency Plans in the CMP statute, but beginning with the 2013 CMP VTA has begun using the term Multimodal Improvement Plan.) Without a MIP, the local jurisdiction risks non-conformance with the CMP and the potential loss of Prop 111 funds.

With increasing traffic congestion, the need to address deficiencies on the CMP roadway system will remain an annual issue. One approach to addressing deficiencies on the regional system is with the preparation of a MIP. Implementing a MIP provides added flexibility to address:

- Existing LOS policy that conflicts with VTA and Member Agency policies of concentrating development to support transit investments and a multi-modal environment.
- The congestion impacts of new development that may be addressed at a very local level, but which exacerbate the traffic conditions on the regional CMP network.
- Fee programs that assist Member Agencies with projects and programs to offset – or mitigate – the impacts of development and improve community livability.

VTA staff will continue to assist Member Agencies in developing local MIPs as needed by providing technical assistance, providing data for use in local MIPs, reviewing local MIPs, coordinating and advising on local and countywide modeling efforts, and taking the plans through the VTA approval process. The VTA Deficiency Plan Guidelines were updated in 2010.

Another method of addressing traffic impacts, especially of the freeway system, is by pursuing fair share contributions from developments that generate new trips, and using those funds to support projects or programs that off-set the impacts generated by the development. This method can

provide funds for regional improvements such as freeway-based projects that add effective throughput without adding new lane capacity such as Express Lanes, and transit improvements that work to induce mode shifts from Single Occupant Vehicles to transit. Several jurisdictions in Santa Clara County currently seek fair share contributions, and over the past several years VTA has been encouraging jurisdictions to direct contributions to regional improvements on a voluntary basis. VTA will continue to assist those jurisdictions as needed with developing methodologies for these contributions and identifying appropriate regional improvements, and working with developers.

2.6. Update of Congestion Management Program (Documents, Guidelines, etc.)

The activities of the CMP are recognized in certain documents, some of which have already been referred to earlier. The following is a listing of the key CMP documents, including the date of the most recent update and planned updates (if applicable).

- *Congestion Management Program* document (Last update Nov. 20132013, next update Nov. 2015)2015)
- *Transportation Impact Analysis Guidelines* (Last update October 2014)
- *Traffic LOS Analysis Guidelines* (Last update June 2003, next update anticipated 2015)
- *Local Transportation Model Consistency Guidelines* (Last update May 2009)
- *Requirements for Local Deficiency Plans* (last update November 2010)
- *Annual Monitoring and Conformance Requirements* (Updated annually)

Each document is reviewed and updated as needed, to respond to emerging trends and policies, changes in technology, or guidance from regional agencies. The *Transportation Impact Analysis (TIA) Guidelines* were recently updated following a comprehensive outreach process involving Member Agencies and other stakeholders. The *TIA Guidelines* establish procedures that Member Agencies use when analyzing the transportation impacts of land use & development projects on the CMP transportation system. This update to the *TIA Guidelines* emphasized ways to make the program more multimodal and more in line with the goals of SB 375, the regional and countywide long-range transportation plans, Complete Streets policies, and local General Plans and policies. The Goal of the update was to emphasize the reduction of auto trips and take a balanced, multimodal approach to addressing congestion impacts and transportation solutions of development projects. The updated *TIA Guidelines* were adopted by the VTA Board in October 2014.

The partner document to the *TIA Guidelines*, the *Traffic LOS Analysis Guidelines*, will begin undergoing updates in FY17. In addition, the *Annual Monitoring and Conformance Requirements* are updated each year to meet the needs of the monitoring program.

3. LAND USE AND TRANSPORTATION INTEGRATION

Improved integration of land use and transportation decision-making is a long-standing goal of VTA and is a key element of VTA's Long-range and Strategic Planning efforts. Various VTA documents frame policies to better integrate land use and transportation. This includes technical tools and assistance, and local incentives for cities to craft and adopt land use policies that encourage alternatives

to the single occupant automobile and that promote innovative planning and development practices and high-quality project planning and design.

VTA staff is available to answer Member Agency questions about specific CMP requirements and to provide information on a wide array of activities including the Congestion Management Program document, the development of Multimodal Improvement Plans, transportation planning, community/urban design, transit-and-pedestrian oriented design, traffic and transportation engineering, systems engineering, Intelligent Transportation Systems (ITS) engineering and planning, bicycle and pedestrian design, and capital improvement funding programs. VTA staff responds to Member Agencies on these requests for information and advice on a daily basis, and works closely with Member Agency staffs to address local transportation and development issues.

In 2002, VTA Board adopted the CDT Program as its primary program for integrating transportation and land use. This action included the adoption of the *CDT Manual of Best Practices for Integrating Transportation and Land Use (CDT Manual)* and an implementing resolution (No. 02.11.35) incorporating the concepts, principles, practices and actions set forth in the CDT Program and manual into VTA projects and programs. In 2003, the VTA Board adopted the *Pedestrian Technical Guidelines (PTG)* to support further development of the CDT Program, and pedestrian projects and environments in general. VTA has also adopted *Bicycle Technical Guidelines* (BTG) which provide technical guidance on bicycle system planning and design. VTA staff uses the CDT Manual, PTG, and BTG in its Development Review activities, and these documents are available as resources to Member Agency staff, consultants and developers as well. During FY16 and FY17, the *CDT Manual* will undergo a comprehensive review to update all sections, incorporate guidelines for new State and Federal requirements for developing Complete Streets Programs, and add new sections such as parking practices and design, and high-density mixed use urban design.

3.1. Bicycle Program Planning Activities

VTA's Bicycle and Pedestrian Program staff work with VTA staff, member agencies, and members of the public to develop guidelines, provide advice and offer resources related to integrating walking and bicycling into all aspects of transportation planning, programming, and project delivery. The Bicycle Planning Program also identifies new capital projects including an unconstrained master list of bicycle infrastructure needs, contains policies and implementing actions that will improve bicycle facilities and coordination, and describes programs that will promote bicycling and bicycle safety in Santa Clara County.

Key elements of the Bicycle Program include:
The *Countywide Bicycle Plan*, adopted by VTA Board in October 2008, which included a number of new elements designed to improve across barrier connections, the development of integrated countywide bicycle corridors, closing gaps in the existing bicycle network. VTA staff will begin the update of the *Countywide Bicycle Plan* in calendar year 2015. The update will include an examination of bikeways that can serve as transportation corridors for bicyclists of all abilities. During plan development, VTA staff will explore the feasibility of VTA taking a lead role in delivering these corridors.

The Bicycle Expenditure Program (BEP), which serves as the bicycle element of VTA's long-range transportation plan, the Valley Transportation Plan. In 2013, the VTA Board adopted the 2040 Bicycle Expenditure Plan (BEP) consisting of approximately $300 million in projects. The BEP will be updated in calendar year 2015 as the VTP and RTP planning processes develop.

The *Bicycle Technical Guidelines (BTG)* provide planning guidelines and technical details to Member Agencies to assist them with designing bicycle- and pedestrian-friendly facilities and to ensure consistency in the design and construction of these facilities. The last update of the *BTG* in 2012 added cross-references to both the *PTG* and the *CDT Manual*, and reformatted the document reformatted the document so that pages can be updated individually. VTA staff will continue to update the BTG to reflect new advances in bicycle design guidance, and to address new concerns that arise as more bicycle infrastructure is built in Santa Clara County.

In addition to the items listed above, in FY16/17 the Bicycle Planning Program will continue to promote the use of the *BTG* and the Countywide Bike Plan among Member Agencies, and deliver training to local planners and engineers, and implement education and encouragement programming for bicyclists. VTA staff will continue to work with Member Agencies to encourage delivery of BEP projects, provide technical assistance, and look for funding sources as needed.

The Bicycle Planning Program is also responsible for reviewing planning and design documents to ensure they are consistent with the *BTG* and *Countywide Bicycle Plan*, conducting special studies, and developing bike programs. Staff provides technical and policy assistance to the VTA Highway Program and VTA Operations regarding the inclusion of bike accommodations in project conceptual development and design. Other services include assisting with the Development Review process to ensure impacts on bicyclists have been addressed and to help identify conditions of approval that can promote bike and pedestrian access to the site. In addition, as part of ongoing bike planning and program development activities, VTA staff participates in various regional and state technical and advisory committees and working groups.

In 2009, the Bicycle Planning Program was charged by the VTA Board to develop and implement a bike share program in Santa Clara County. In 2010, VTA joined efforts with the Bay Area Air Quality Management District and other local agencies to launch bike share as part of a region-wide program using a combination of local, regional and federal grants including MTC's Climate Initiatives Program and Air District's Transportation Fund for Clean Air (TFCA) Program. Bay Area Bike Share launched in August 2013 with 700 bicycles in San Jose, Mountain View, Palo Alto, Redwood City and San Francisco. VTA will be exploring options for continuing program operations and expansion following the pilot period.

The Bicycle Planning Program provides planning assistance for the bike locker rental program at VTA light rail and Park & Ride lots to facilitate bicycle usage on transit. VTA completed installation of e-lockers at these locations during FY12. The Bicycle Planning Program is coordinating with VTA's BART group to advise on bike parking at Milpitas and Berryessa BART stations. These stations will have e-lockers as well as secure indoor bicycle parking.

Bicycle and Pedestrian Program staff also act as the liaison to the VTA Bicycle and Pedestrian Advisory Committee (BPAC). As an advisory committee to the VTA Board of Directors, the VTA BPAC provides expertise and guidance to the Board of Directors on promoting and enhancing non-

motorized transportation opportunities through the county and serves as liaison between VTA and the Member Agency bicycle and pedestrian advisory committees.

3.2. Pedestrian Program Planning Activities

VTA's Pedestrian Program was established in 2001, at the request of the VTA Board. The first major product of the Pedestrian Program was the *Pedestrian Technical Guidelines (PTG).* The *PTG* was adopted by the VTA Board in October 2003. It is both a companion document to the Community Design and Transportation Program and a standalone technical planning and design document.

VTA assists as needed with pedestrian issues raised by the VTA Board or at BPAC meetings. VTA also assists in Development Review regarding pedestrian impacts and improvements, and provides technical and policy assistance to the Highway Program regarding the inclusion of pedestrian accommodations in each project's conceptual development and design.

The VTP 2040 update established a Pedestrian Program for $100 Million. As part of this program, VTA staff began the development of a *Pedestrian Access to Transit Plan* in FY14. This plan will assess development of the assessment study to determine countywide pedestrian issues and needs, with specific emphasis placed on access to transit stops/stations and downtown areas. In addition, staff will explore ways to expand capital project funding for pedestrian projects, including investigating potential funding for county expressways pedestrian projects. The *Pedestrian Access to Transit Plan* will be completed in FY16.

In July 2013, the Pedestrian Program received a Highway Safety Improvement Program Grant to construct a sidewalk, signalized crossing, and median fence along Capitol Expressway to provide access to the Eastridge Transit Center and to prevent jaywalking. This project was identified by planning efforts led by VTA during the development of the *Eastridge Transit Center Improvement and Access Plan* (2009). VTA is the project sponsor for the capital project, with Pedestrian Program staff consulting as the project moves through design and construction.

3.3. Priority Development Area (PDA) Investment and Growth Strategy

As part of the requirement to access One Bay Area Grant (OBAG) program funds,, VTA has the responsibility of developing a Priority Development Area (PDA) Investment and Growth Strategy. Since 2013, CMAs have presented information related to PDA Investment & Growth Strategy development to MTC. VTA is in the process of developing the third edition of the PDA Investment and Growth Strategy. The purpose of a PDA Investment & Growth Strategy is to ensure that VTA has a transportation project priority-setting process for OBAG funding that supports and encourages development in the region's PDAs. VTA will have to provide Regional Agencies with a status report each year for the timeframe of the plan, which is 2016.

The report that VTA is assembling will be done through a collaborative process involving a working group of planners, advocates, and the community. VTA is required to gather information related to housing element objectives and identifying current local housing policies that encourage affordable housing production and/or community stabilization from our Member Agencies. This will be done through a survey conducted by the Association of Bay Area Governments (ABAG).

VTA staff will continue to work with the working group to define a process to gather new information and/or improve the existing report. The report can be modified based on the input and information we can collect. Based on the feedback we receive, we may also modify our project selection criteria for the next cycle of funds. In addition, VTA staff plans to pursue the possibility of designating employment-focused areas in Santa Clara County as PDAs as part of the next update of the RTP/SCS, working with interested Member Agencies.

3.4. Complete Streets Program & Community Design and Transportation Program

A key element of meeting VTA's Strategic Planning goal of integrating land use and transportation is the continued development of the Complete Streets Program and the Community Design and Transportation (CDT) Program and evolution of a land use/transportation investment strategy. The VTA Board approved development of the CDT Program, with the understanding that the Program requires commitment from Member Agencies to address topics that include smart growth, urban design, building and site design, transit station area design, street standards, right-of-way dedication, and parking management when making land use decisions.

The VTA Complete Streets program provides Member Agencies with education, technical assistance and funding for improving the connection of street networks, using technology to improve traffic flow and making streets safer to accommodate all users of all abilities of the roadways. In March 2015, VTA sponsored a two-day training workshop on National Association of City Transportation Officials (NACTO) Urban Street Design and Bikeway Design Guides for Member Agency staff and their council members. In FY16/17, VTA staff will continue to follow up the NACTO training. Two efforts currently underway and planned for FY16 include:

- Offering technical design assistance on NACTO guides to member agencies in partnership with the Santa Clara County Public Health Department
- Facilitating a discussion around legal issues and liability related to Member Agencies adopting, endorsing, or using the NACTO guides when designing projects.

In January 2015, VTA staff initiated the Great Streets Corridor Study, which is a partnership between VTA and Member Agencies to transform select roadways into high-quality, multimodal streets that prioritize bicycle, pedestrian and transit travel while still serving motorists. This broad effort will lead to individual corridor studies that will include planning and conceptual design work, and provide Member Agencies with a completed plan that can be implemented as capital funding becomes available or as land development occurs. In Spring 2015, VTA secured three separate grants to pursue Complete Streets studies as a part of this overall effort: PDA Planning Grants for the Tasman Drive corridor (covering Sunnyvale, Santa Clara, San Jose and Milpitas) and Bascom Avenue corridor (covering San Jose, Campbell, and Santa Clara County), and a Caltrans grant for the Story/Keyes corridor in San Jose. VTA staff will lead these efforts, in close partnership with Member Agency staff and with consultant assistance, over the next two to three years.

VTA staff is available to assist Member Agencies with research, technical and design-related aspects of issues dealing with Smart Growth, Joint Development, Transit-Oriented Development (TOD), and integrating transportation and land use as part of the VTA Board adopted CDT

Program. Program assistance may include assisting Member Agencies with review of development proposals, developing technical design guidelines and standards related to buildings, pedestrian environments, and street design, and developing specific plans and urban designs for station areas, corridors and districts.

The El Camino/Grand Boulevard Initiative (GBI) project is a coordinated multi-agency effort involving transportation agencies and cities in Santa Clara and San Mateo counties. VTA is participating in the GBI Project as a funding partner and as a full participant in committee and steering group activities. This effort is focusing on land use, aesthetics/urban design, and transit opportunities to enhance the El Camino Real Corridor in both counties. Project goals include transforming El Camino Real Corridor into a vibrant corridor of origins and destinations by providing jobs, housing, recreational, shopping, civic, and educational activities that are interconnected by an attractive, transit-oriented, walkable environment. The goals of the GBI are being implemented in Santa Clara County through the development of a Bus Rapid Transit (BRT) project along El Camino Real.

4. PLANS, STUDIES AND TRANSPORTATION ENGINEERING

This work area of the CMP Work Program includes the efforts coordinated with Member Agency staff through the VTA Technical Advisory Committee's (TAC's) Systems Operations & Management Working Group (SOMWG), the development of the countywide transportation plan, the development transportation corridor and other special studies, representation of Member Agencies by VTA staff on technical groups led by MTC, Caltrans and other regional organizations (and the subsequent reporting back to Member Agencies and development of work products), the organization, use and distribution of transportation data related to GIS and the countywide model, and the monitoring of the transportation system through TSMP.

VTA staff leads and/or participates in a range of transportation corridor and special studies. Ongoing and planned studies include: a study of the I-680 corridor; a study of the I-280 corridor; the Transportation Systems Monitoring Program; applications of GIS; the Grand Boulevard Initiative; a study of the process for relinquishment of a State highway to local control using SR 82 (El Camino Real) as the basis for the evaluation; update of countywide transportation plan; and update of the strategic Intelligent Transportation Systems (ITS) plan.

VTA staff participates in efforts led by regional or state agencies. Ongoing efforts in this area include: Caltrans' annual Project Initiation Document (PID) work planning; continued tracking of Caltrans' updates to the Highway Design Manual; the ongoing efforts by MTC on the development of a master plan for Bay Area managed lanes; MTC's coordination of efforts related to arterial operations through its Arterial Operations Committee; and the Bay Area CMAs' efforts to coordinate on topics related to project delivery. The following sections provide more details on key efforts under this work area:

4.1. Transportation Management Information Systems (TMIS)

TMIS includes the ongoing process to collect and use transportation data and information, and to use this information to measure the performance of the transportation system.

There are four ongoing TMIS efforts:

4.1.1. Countywide Land Use Database

VTA has developed a GIS-based land use database for the county using information from the County Assessor, Member Agencies, and other county and regional agencies. This information allows for allocation of future growth using ABAG projections data aligned with the adopted general plans and development policies of the Member Agencies. This data is also used to improve the countywide demand model and travel demand forecasts for capital projects. This database is provided to Member Agencies for their use in planning and engineering projects. It is updated and expanded as part of the annual CMP monitoring process.

4.1.2. CMP Transportation Model Data Distribution

Member Agencies frequently prepare transportation models for use in their own jurisdictions that provide more detail on local transportation conditions than the countywide model. The CMP statute requires that local transportation models be consistent with the countywide model. A significant amount of data is required to develop local models that are consistent with the countywide model. Data from the transportation model database is upon request electronically provided to Member Agencies.

4.1.3. CMP Transportation System Database

The CMP and Member Agencies are responsible for collecting and evaluating information on the CMP System condition and performance. This data is used to develop capital and operating transportation system improvement programs.

4.1.4. CMP Information via the Internet

VTA has used the Internet and related applications to make the wide array of CMP-related information available to Member Agencies. This information includes the various CMP documents and guidelines, GIS-based information, Countywide Bikeways Map, interactive bike maps, level of service maps, countywide long-range transportation plan (i.e., VTP 2040) documents, and the Programmed Projects Quarterly Monitoring Report.

4.2. Transportation Systems Monitoring Program (TSMP)

The purpose of the TSMP is to provide local jurisdictions, VTA advisory committees, and the VTA Board with information on the health and performance of transportation systems in Santa Clara County in a single, public friendly report format. The TSMP also functions as an asset management tool for Santa Clara County's transportation system infrastructure. The data collected is useful for transportation planning purposes, identifying areas in the transportation system needing improvements, and building a case for allocating resources to make improvements or correct deficiencies. The most recent version of the TSMP was completed in the fall of 2014, with the next version planned for the fall of 2015.

As part of TSMP, VTA staff will also initiate focused studies on anti-litter and graffiti along Santa Clara County's roadways. The studies will examine exiting programs in Santa Clara County, how

other agencies in the Bay Area and California are approaching these issues, and evaluate potential solutions that can be implemented countywide.

4.3. Transportation Systems Planning and Project Development Assistance

VTA staff continues to provide support to local agencies and assist in the coordination of planning and project development work related to transportation improvements, especially those on the regional transportation system. The projects range from expressway improvements to interchange improvement to freeway overcrossings to transit improvements and a roundabout on State highways. VTA staff will continue to play a key role in assisting Member Agencies on the development of improvements to the transportation system including ensuring that the transportation system improvements address the needs of all modes of travel supported by the CMP and local agencies.

4.4. Countywide Transportation Plan (VTP 2045) and Follow-up Activities

VTP 2040, adopted by the VTA Board on October 2, 2014, is the countywide long-range transportation plan for Santa Clara County. The VTP drives the overall planning and programming efforts of VTA. VTP includes programs and policies for delivering a multimodal transportation system for Santa Clara County by providing a framework for making key transportation decisions, a plan for investing in our transportation system, and strategic direction for VTA's involvement in land use and other livability issues. VTP 2040 contains programs that:

- Improve the relationship between land use and transportation decisions, and responds to heightened awareness of the link between transportation and open space preservation, urban design, and in general, the county's quality of life and economic vitality;
- Focus on maintaining and managing our existing system, while providing the capacity to expand elements of the transportation system;
- Provide multimodal transportation improvements, effectively distribute transportation resources and plans their future use, and effectively upgrades the existing state and local roadway system;
- Address new legislation related to climate protection;
- Provide a Strategic Planning Framework for VTA.

The VTP identifies transportation improvements for transit, roadway, bicycle, and pedestrian systems, and a financial plan for implementing the related projects. The VTP 2045 update is scheduled for adoption by the VTA Board in June 2017, following a schedule similar to that of MTC's update of the RTP. The significant new legislation change in the RTP indicates significant policy adjustments will continue after the VTP and RTP are adopted. Implementation of the SCS and programs in the VTP will be carried out immediately after the Plan is adopted.

As part of the requirement to access the One Bay Area Grant (OBAG), VTA has the responsibility of developing a Priority Development Area (PDA) Investment and Growth Strategy. In each year, CMAs shall present information related to PDA Investment & Growth Strategy development to MTC. The VTA is in the process of developing the third edition of the

PDA Investment and Growth Strategy. The purpose of a PDA Investment & Growth Strategy is to ensure that VTA has a transportation project priority-setting process for OBAG funding that supports and encourages development in the region's PDAs. We will have to provide Regional Agencies with a status report each year for the timeframe of the plan, which is 2016.

The first report that VTA is assembled was done through a collaborative process involving a working group of planners, advocates, and the community. Within the first year to develop the PDA Growth Strategy, VTA gathered information related to housing element objectives and identifying current local housing policies that encourage affordable housing production and/or community stabilization from our Member Agencies. This was done through a survey conducted by the Association of Bay Area Governments (ABAG). The second edition of the PDA Investment and Growth Strategy highlighted developments in the PDAs. VTA and collected data related to employment and transportation needs within these PDAs throughout the life of the process.

5. INNOVATIVE DELIVERY TEAM PROGRAM (iTEAM)

The iTEAM is a model for partnering with Caltrans District 4 with the objective of enhanced transportation service in Santa Clara County and serving as an innovation laboratory to develop best practices for transportation. The iTEAM efforts focus on local assistance, project delivery and traffic engineering/innovative transportation solutions. The iTEAM Caltrans staff members began holding hours at VTA offices in FY14. The program is expected to continue throughout FY16 and FY17.

The local assistance efforts include continued expanded training to local agencies, increased assistance to local agencies on local assistance matters, and coordination leading to expedited payment of invoices by Caltrans accounting. Caltrans assigned staff to this position in April 2014. As of March 2015, eight training sessions have been provided to local agencies.

The traffic engineering/innovative transportation solutions efforts include streamlining of the process for conducting traffic operations analysis and closer collaboration with Caltrans on matters related to traffic operations and engineering and the application of technology to address transportation challenges. Caltrans assigned staff to this position in March 2014. This staff is primarily dedicated to assisting on matters in Santa Clara County working on items related to capital projects and highway operations topics of local concern. The staff works out of the VTA San Jose office on average two days a week. This arrangement has resulted in immediate enhancements to the decision-making process on topics related to traffic engineering and operations. What would normally be a process typically over weeks involving meetings or conference calls between staff and email exchange of information has been replaced by a process with face-to-face discussions and more immediate decisions on how to take the next step of a process resulting in outcomes in shorter durations.

The capital delivery efforts are to focus on streamlining of capital project delivery. In addition, enhanced efforts to address litter and graffiti issues will be future considerations for the iTEAM.

Santa Clara Valley Transportation Authority Congestion Management Program

Major Accomplishments in FY 2014 and FY 2015

The summary below details the major accomplishments for the Congestion Management Program in FY 2014 and FY 2015.

Programming & Grants:

- Developed and programmed the first round of the Federal STP/CMAQ funded OBAG PDA Planning program.
- Developed and programmed the FY 2015 TFCA 40% Program.
- Developed and programmed FY 2016 TDA Article 3 Program, which funds the backbone of most member agencies sidewalk and ADA curb ramp programs.
- In partnership with the County, developed and programmed several rounds of Lifeline program funding to support expanded transportation services.

Planning:

- Update of the long-range transportation plan (VTP 2040).
- Updated Annual Monitoring and Conformance Requirements.
- Completed the 2013 CMP Monitoring and Conformance Report.
- Completed the *TIA Guidelines* update (new Guidelines adopted in October 2014).
- Prepared Proactive CMP reports on a quarterly basis.
- Continued implementation of the 2008 Countywide Bicycle Plan.
- Initiated the Bike Share Pilot Program.
- Initiated update of the CDT Manual.
- Assisted local jurisdictions with transportation planning and programs.
- Sponsored a two-day training workshop on National Association of City Transportation Officials (NACTO) Urban Street Design and Bikeway Design Guides for Member Agency staff and their council members.
- Initiated the Great Streets Corridor Study and secured three grants to purse Complete Streets studies (on the Tasman Drive, Bascom Avenue, and Story/Keyes corridors)
- Received approximately $1.5 M in grant funding to construct a sidewalk, signalized crossing, and median fence along Capitol Expressway to provide safe pedestrian access to Eastridge Transit Center,
- Began the development of the *Pedestrian Access to Transit Plan,* which is funded in part by a $100,000 Safe Routes to Transit grant.
- Received a $500,000 Active Transportation Program Grant for update of the *Countywide Bicycle Plan*, and began development of that plan.
- Initiated hosting a monthly Bicycle and Pedestrian webinar series for Member Agencies, VTA employees, and members of the public.

Project Development:

- Continuing SOM working Group liaison activities working with Member Agencies, including assessments of the TIA Guidelines and traffic signal coordination strategies.
- Completed 2013 Transportation System Monitoring Program Report with acceptance by VTA Board on September 5, 2013.

- Implemented new ramp metering for I-280.
- Updated Project Initiation Document (PID) Work Program working with Member Agency staff.
- Continued to represent Member Agencies on various regional and state initiatives and groups.
- Reviewed and commented on 134 individual development projects and plans through the Development Review Program for the period of July 1, 2013 through March 31, 2015.

Congestion Management Program
FY 2016 and FY 2017
Member Assessments

Member Agency	FY 2016	FY 2017
County of Santa Clara	$271,738	$271,738
Campbell	50,529	50,529
Cupertino	77,628	77,628
Gilroy	37,768	37,768
Los Altos	24,926	24,926
Los Altos Hills	6,647	6,647
Los Gatos	34,402	34,402
Milpitas	76,986	76,986
Monte Sereno	1,998	1,998
Morgan Hill	25,104	25,104
Mountain View	125,020	125,020
Palo Alto	141,471	141,471
San Jose	783,945	783,945
Santa Clara	207,074	207,074
Saratoga	21,691	21,691
Sunnyvale	248,609	248,609
Subtotal:	$2,135,536	$2,135,536
VTA – Managing Agency Contribution	271,738	271,738
TOTAL:	$2,407,274	$2,407,274

OVERVIEW OF VTA'S CONGESTION MANAGEMENT PROGRAM

Updated April 6, 2015

Legend

- ■ Initiatives/Projects
- ● Reports
- ♦ Standards/Guidelines

List of Acronyms:

- BART: Bay Area Rapid Transit
- BTG: Bicycle Technical Guidelines
- BRT: Bus Rapid Transit
- CDT: Community Design and Transportation Program
- CIP: Capital Improvement Program
- CMP: Congestion Management Program
- LOS: Level of Service
- LRT: Light Rail Transit
- LUTI: Land Use/ Transportation Integration
- MTC: Metropolitan Transportation Commission
- PDA: Priority Development Area
- PTG: Pedestrian Technical Guidelines
- SB 743: Senate Bill 743
- SOM: Systems Operations & Management
- TDM: Transportation Demand Management
- TIA: Transportation Impact Analysis
- TSMP: Transportation System Monitoring Report
- VTP: Valley Transportation Plan

SANTA CLARA
Valley Transportation Authority

Date: May 4, 2015
Current Meeting: May 14, 2015
Board Meeting: June 4, 2015

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Policy Advisory Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director of Planning and Program Development, John Ristow

SUBJECT: 2015 TFCA Program Manager Fund

Policy-Related Action: No **Government Code Section 84308 Applies: No**

ACTION ITEM

RECOMMENDATION:

Recommend the VTA Board of Directors approve the programming of FY 2015/16 Transportation Fund for Clean Air (TFCA) Program Manager funds to projects.

BACKGROUND:

The Transportation Fund for Clean Air (TFCA) is generated by a $4.00 surcharge on vehicle registrations in the nine-county Bay Area. The Bay Area Air Quality Management District (BAAQMD) administers the funds; money is available for allocation to alternative fuels, arterial management, bicycle, and trip-reduction projects that reduce vehicle emissions. State law is very specific as to how the funds may be spent.

BAAQMD returns 40% of TFCA funds to the county in which they are collected for allocation by a "program manager." This fund is called the TFCA County Program Manager Fund (TFCA 40%). VTA is the program manager for Santa Clara County and project sponsors apply directly to VTA for funding. The VTA Board of Directors allocates these funds to projects in Santa Clara County, subject to approval by BAAQMD. To be approved by BAAQMD, all TFCA projects must conform to BAAQMD's board-adopted policies, cost-effectiveness requirements, and the *County Program Manager Fund Expenditure Plan Guidance-Fiscal Year Ending 2016.*

The VTA Board of Directors set aside up to 25% of the annual TFCA 40% allocation to bicycle projects in the Countywide Bicycle Expenditure Program (BEP) for FY 2010/11-FY 2029/30 at its December 9, 2004 meeting. Under subsequent revisions to BEP policy in March 2013, only BEP Category 1 projects are eligible for this set-aside. Eligible BEP projects are funded "off the top" subject to VTA Board-adopted screening criteria and BAAQMD policies cited above. Since

TFCA 40% funds cannot be "banked" from year to year, if less than the set-aside amount can be programmed to qualified BEP projects, the remainder is programmed via the competitive process and the difference does not carry over to the following years.

Unless the program is undersubscribed, the competitive projects are evaluated by a scoring working group of the Technical Advisory Committee's Capital Improvement Program Working Group. The scoring group consists of transportation professional staff members from VTA's Member Agencies, and they serve on a volunteer basis. If necessary this group meets, reviews project applications and ranks the projects subject to the BAAQMD policies and the VTA Board's TFCA 40% Screening/Scoring Criteria, as adopted on December 11, 2014.

DISCUSSION:

There is a total of $2,470,416 available for TFCA 40% projects this year. By the application deadline, VTA received seven applications for non-BEP "competitive" projects from project sponsors requesting a total of $1,924,403. Since the total funds requested were less than the amount available, there was no need to score and rank the projects; VTA staff simply reviewed the applications received for program eligibility.

BAAQMD requires Program Managers to *"Allocate (program) all new TFCA funds within six months of the date of the Air District's approval of the Expenditure Plan,"* and since the program was undersubscribed by $546,013, VTA staff informed the member agencies that applications would be accepted until this year's funds were exhausted. Member agencies submitted an additional four applications which used up the remaining funds. The eleven projects, totaling $2,470,416 in requested funds are listed on Attachment A and are briefly described on Attachment B. Staff recommends these projects for funding.

ALTERNATIVES:

The VTA Board may request other programming alternatives. However, all projects submitted for consideration in the TFCA program must adhere to state law and the BAAQMD policies cited above.

FISCAL IMPACT:

As the program manager for Santa Clara County, VTA distributes the TFCA 40% grant funds directly to the project sponsors, retaining 5% to cover administrative expenses. The projected administrative expense and revenue reimbursement are included in the Proposed FY16 Congestion Management Program Fund Operating Budget. The grant revenue for the DASH Shuttle and 3-Position Bus Bike Racks projects, for which VTA is the project sponsor, will be reflected in the Proposed FY16 VTA Transit Fund Operating and Capital Budgets, respectively.

Prepared by: Bill Hough
Memo No. 4878

ATTACHMENTS:

- Attachment A -- FY15-16TFCA 40% Program (PDF)
- Attachment B -- FY15-16 TFCA 40% Projects (PDF)

Attachment A

Santa Clara County FY 2015/16 TFCA 40% Program

Project Number	Project Sponsor	Project Name	Total Cost	Grant Request	Grant Recommended	Match Amount	Match Percent	TFCA Cost/Ton
16SC01	VTA	3-Position Bus Bike Racks	$900,000	$820,000	**$820,000**	$80,000	9%	$89,976
16SC02	VTA	DASH Shuttle	$1,016,578	$408,000	**$408,000**	$608,578	60%	$124,513
16SC03	Sunnyvale	Mathilda-Sunnyvale Saratoga Signal Timing	$163,035	$163,035	**$163,035**	$0	0%	$39,364
16SC04	Sunnyvale	Comprehensive Pedestrian Infrastructure Improvements	$370,000	$370,000	**$370,000**	$0	0%	$81,091
16SC05	San Jose	Charcot Avenue Bikeway	$71,097	$49,678	**$49,678**	$21,329	30%	$86,603
16SC06	San Jose	Monroe Street Bikeway	$58,600	$58,600	**$58,600**	$0	0%	$83,188
16SC07	Cupertino	DeAnza Blvd Traffic Signal Synchronization	$55,000	$55,000	**$55,000**	$0	0%	$50,981
16SC08	Santa Clara	Tasman Drive Bicycle Lanes	$566,000	$95,000	**$95,000**	$471,000	83%	$89,907
16SC09	SC County	Expressway Weekday Predictive Signal Timing	$245,000	$245,000	**$245,000**	$0	0%	$28,690
16SC10	Sunnyvale	Wolfe Road Signal Timing Improvements	$100,000	$100,000	**$100,000**	$0	0%	$79.733
16SC11	Sunnyvale	Homestead Road Signal Timing Improvements	$106,013	$106,013	**$106,013**	$0	0%	$77,345
Total			$3,651,323	$2,470,416	**$2,470,416**	$1,180,907		

"Grant Recommended" amounts are subject to adjustment and BAAQMD review.

Attachment B
Santa Clara County FY 2015/16 TFCA 40% Program
Recommended Project Descriptions

DASH Shuttle
VTA will use TFCA funds to help support operations of the Downtown Area Shuttle (DASH) in downtown San Jose.

3-Position Bus Bike Racks
VTA will procure and install three-position bike racks on its entire fleet of 460 active buses.

Mathilda-Sunnyvale Saratoga Signal Timing
Sunnyvale will develop, optimize and implement weekday and weekend signal timing plans for the Mathilda Avenue and Sunnyvale Saratoga road.

Comprehensive Pedestrian Infrastructure Improvements
Sunnyvale will improve safety for students walking and biking to school in Sunnyvale. Improvements include in-pavement lighted crosswalks, raised crosswalks and traffic calming.

Charcot Avenue Bikeway
San Jose will install Class II bike lane striping, bicycle signal detection, and physical separation on Charcot Avenue.

Monroe Street Bikeway
San Jose will install Class II bike lane striping, signage, and bicycle signal detection on Monroe Street

DeAnza Blvd Traffic Signal Synchronization
Cupertino will conduct signal timing analysis and develop and implement signal coordination during the AM, Midday, and PM peak periods for 15 signals.

Tasman Drive Bicycle Lanes
Santa Clara will add a 1.5 mile class II bicycle facility on Tasman Drive from Calabazas Creek to Guadalupe River.

Expressway Weekday Predictive Signal Timing
Santa Clara County will develop multiple “offsets” to represent different traffic speeds. The traffic responsive system will dynamically select the correct offset for the traffic condition based on the speed data obtained from traffic sensors. A total of 90 signalized intersections will be included, for a total of forty miles.

Wolfe Road Signal Timing Improvements
Sunnyvale will implement signal timing along Wolfe Road from Inverness Way to Iris Avenue.

Homestead Road Signal Timing Improvements
Sunnyvale will implement signal timing along Homestead Road from Belleville Way-Barranca Drive to Hollenbeck Avenue-Stelling Road.

SANTA CLARA Valley Transportation Authority

Date: May 4, 2015
Current Meeting: May 14, 2015
Board Meeting: June 4, 2015

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Policy Advisory Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director of Planning and Program Development, John Ristow

SUBJECT: 2014 Annual CMP Monitoring and Conformance Report

Policy-Related Action: No **Government Code Section 84308 Applies: No**

ACTION ITEM

RECOMMENDATION:

Recommend the VTA Board of Directors adopt the 2014 Monitoring and Conformance Findings.

BACKGROUND:

State legislation requires counties to create a Congestion Management Program (CMP) to manage traffic congestion and monitor the effects of land use on transportation. VTA, as the Congestion Management Agency (CMA) for Santa Clara County, is responsible for ensuring the elements of the CMP program are monitored on an annual basis. The report determines if Member Agencies are conforming to the adopted level of service (LOS) standard set by the CMA for Santa Clara County. The level of service standard is LOS E.

The Monitoring and Conformance Report is the product of this effort, documenting the changes in land use and operations for the CMP roadway network including freeways, state highways and CMP intersections. Member Agencies who are non-conforming risk losing their gas tax subventions per the 1991 Proposition 111 legislation.

DISCUSSION:

The 2014 Monitoring and Conformance Report covers the CMP data collected from July 1, 2013 through June 30, 2014. The CMP Monitoring Program requires Member Agencies to submit the following information to demonstrate conformance:

- Prepare and submit land-use monitoring data to the CMP on all land-use projects

approved in the last fiscal year.

- Prepare Transportation Impact Analyses (TIAs) for projects that generate 100 or more peak hour trips and submit the TIA at least 15 calendar days before the project is scheduled for approval or is "recommended for approval."

- Member Agencies with adopted Deficiency Plans must prepare and submit a Deficiency Plan Implementation Status Report summarizing the city's progress on action items listed in their Deficiency Plans (Cities of San Jose and Sunnyvale only).

CMP roadways and intersections are monitored in terms of level of service (LOS), a measure of traffic conditions and vehicle delay. The scale ranges from A to F where LOS A represents free flow traffic and LOS F represents significant delay. To comply with CMP standards, each Member Agency must maintain the CMP standard of LOS E on CMP facilities. Freeway segments and CMP intersections that degrade to LOS F are considered non-conforming.

However, freeway segments and CMP intersections that operated at LOS F when monitoring began in 1991 are considered exempt from meeting the CMP standard. Member Agencies with non-conforming facilities within their jurisdiction are encouraged to develop a local deficiency plan or implement the strategies listed in the "List of Programs, Actions, and Improvements for Inclusion in Deficiency Plans" found in VTA's Deficiency Plan Requirements.

An overview of the results of the 2014 monitoring program is presented below.

CMP Intersections

A total of six out of 252 CMP intersections operated at LOS F in 2014:

- Page Mill/Oregon Expressway & Foothill Expressway

- San Tomas Expressway & Campbell Avenue

- Capitol Expressway & Aborn Road

- Montague Expressway & Main St./Old Oakland Rd.

- Montague Expressway & McCarthy Blvd/O'Toole Avenue

- Central Expressway & De La Cruz Boulevard

The first four intersections have operated at LOS F since 1991 and are exempt from meeting the CMP LOS standard. The intersection of Montague Expressway and Main Street was at LOS D in 2010 and 2012, but had primarily operated at LOS F before then. Central Expressway & De La Cruz Boulevard has operated at LOS F since 1996.

Freeways

In 2014, there were 84 AM freeway segments with a combined length of 86 miles and 77 PM

freeway segments with a combined length of 70 miles operating at LOS F during the peak hour. Of these, 24 miles during the AM and 25 miles during the PM were at LOS F in the baseline 1991 year and therefore considered exempt from LOS standards. The remaining 62 directional miles during the AM and 45 directional miles during the PM are considered deficient. Member Agencies with deficient freeway segments located within their jurisdictions are not penalized due to the regional nature of freeway congestion.

The percentage of directional miles of each freeway that operated at LOS F in either the AM or PM peak period - or both periods - is shown in Table 1. SR 17 has the highest percentage of facility operating at LOS F at 50 percent. This is an increase from 2013 when only 24 percent of the facility operated at LOS F.

TABLE 1

Percentage of Freeway Facilities at LOS F during AM and/or PM Peak Period

Freeway	Directional Miles	Miles at LOS F (2014)	2014 Percentage	Miles at LOS F (2013)	2013 Percentage
SR 17	***28***	***14***	***50%***	***7***	***24%***
SR 85	48	27	56%	25	52%
SR 87	18	14	78%	14	77%
SR 237	20	10	50%	10	51%
US 101	115	38	33%	42	36%
I-280	44	28	64%	28	63%
I-680	20	8	40%	7	35%
I-880	21	16	76%	12	57%

Rural Highways

All 12 rural highway segments operated at LOS E or better in 2014. Traffic volumes on these 12 segments have generally been decreasing since about 2009 but the decrease has been small. Almost all segments operate at LOS C or better. Only one has an LOS worse than LOS C, which is State Route 25 south of Bloomfield Avenue (LOS E in 2014). This segment has been at LOS E or LOS F since 1991.

Land Use Submittals

All Member Agencies have met the land use data submittal requirement. In 2014, 7,325 residential units were approved, an 83 percent increase from the previous year when 4,012 units were approved in 2013. Commercial/industrial land use approvals have resulted in creating capacity for employment uses equivalent to a net total of 31,047 new jobs.

Transportation Impact Analysis (TIA reports)

All Member Agencies have met the TIA requirement.

Deficiency Plan Implementation Status Report

Member Agencies with adopted Deficiency Plans have met this reporting and submittal requirement.

ALTERNATIVES:

There are no alternatives to this action. As the designated CMA, VTA must adopt conformance findings.

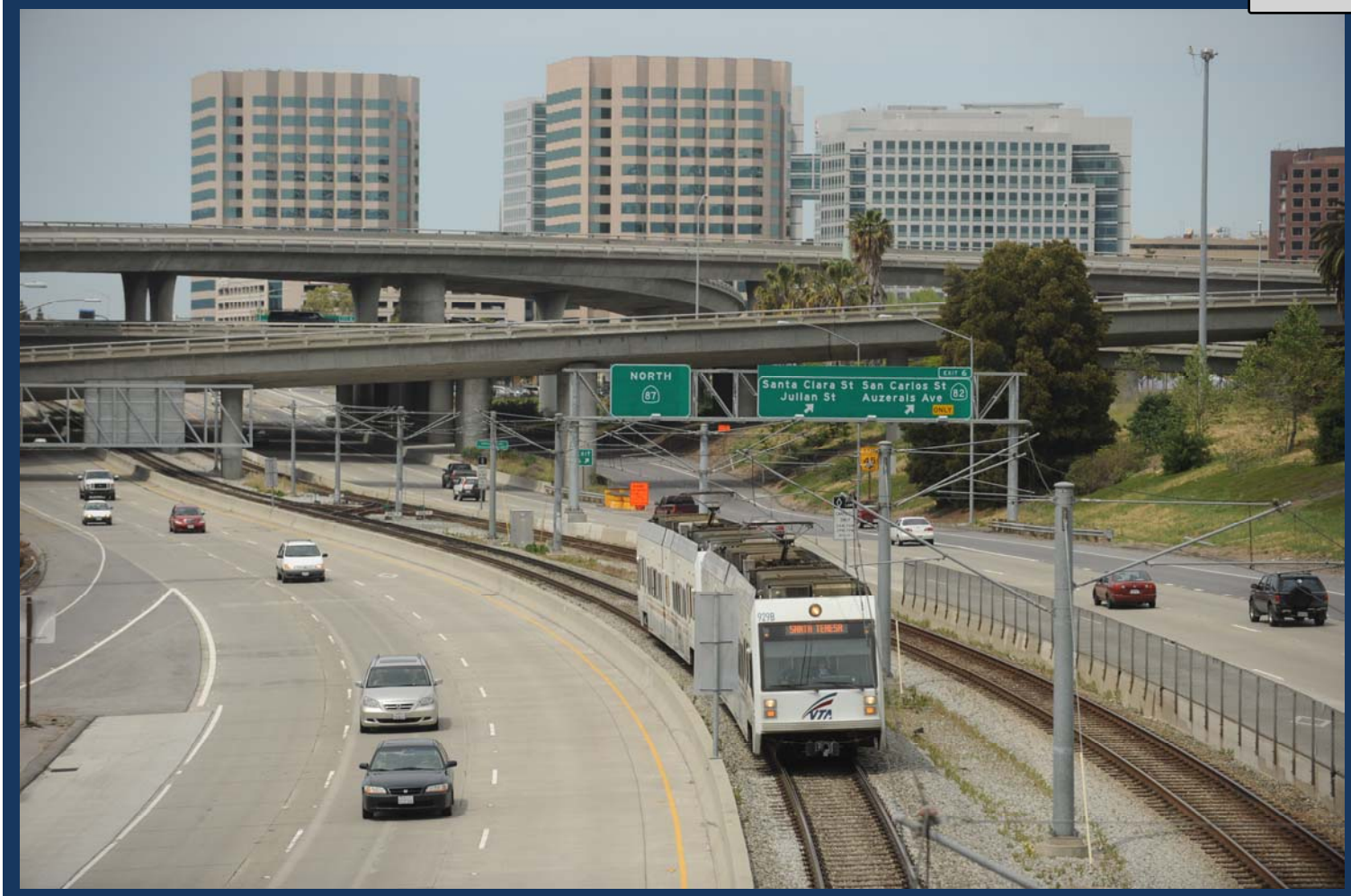
FISCAL IMPACT:

There is no direct fiscal impact to VTA as a result of approving the 2014 Monitoring and Conformance findings.

Prepared by: John Sighamony
Memo No. 4997

ATTACHMENTS:

- Final CMP MC Report (PDF)



SANTA CLARA COUNTY

ANNUAL MONITORING AND CONFORMANCE REPORT

2014

SANTA CLARA
Valley Transportation Authority

Acknowledgements

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ES Executive Summary

INTRODUCTION

State Statute 65089 requires Congestion Management Agencies (CMAs) to conduct analysis of all Congestion Management Program (CMP) roadways every two years to ensure Member Agencies – the cities, towns and county – are developing in a manner consistent with the CMP level of service standard of LOS E. As the responsible CMA for Santa Clara County, the Valley Transportation Authority (VTA) undertakes this analysis on an annual basis. VTA prepares the annual Monitoring and Conformance Report which documents the CMP conformance findings.

The scope of data collection is reduced every other year during odd-numbered years to minimize the costs of analyzing the CMP network annually. During the "off-years," the reduced scope of work includes only land use and freeway level of service data, and Deficiency Plan Status Reports. All other CMP elements are collected biennially as part of the full scope.

The 2014 Monitoring and Conformance Report feature the full scope of data collection and analysis of each CMP element. The following summarizes the results of the 2014 Monitoring Program.

LAND USE

VTA's Member Agencies, the cities, towns and County of Santa Clara, submit land use data to VTA in the form of residential and commercial/industrial project approvals for the prior fiscal year. The data reflects changes in residential dwelling units for approvals as well as estimate changes in commercial/industrial job approvals. Job change estimates are determined by applying job density values to square footage and land use type of commercial/industrial projects in order to estimate how many jobs are likely created or lost as a result of the land use approval.

In 2014, 7,325 dwelling units were approved, an increase of 83 percent from 2013. The estimated number of jobs created by commercial and industrial approvals totaled 31,047, a large increase compared to 2013.

FREEWAY

Aerial photography is used to collect traffic data to document congestion on all 313 directional miles of Santa Clara County's freeway system. The photographs are analyzed to determine the peak period of vehicle density which is used to determine level of service. Mixed-flow lanes are treated as separate facilities from HOV lanes and their levels of service are calculated separately.

In 2014, there were 84 AM freeway segments (86 directional miles) and 77 PM freeway segments (70 directional miles) that operated at LOS F. These numbers are identified as a continuing growth trend in freeway traffic.

Segments that operated at LOS F when monitoring began in 1991 are exempt from CMP level of service standards. Of the freeway segments operating at LOS F, 62 AM and 45 PM freeway segments are considered deficient due to 1991 baseline exemption. Member Agencies with non-conforming facilities within their jurisdiction are encouraged to implement strategies listed in the Immediate Implementation Action List found in VTA's Requirements for Local Deficiency Plans.

CMP INTERSECTIONS

VTA collected intersection level of service data and conducted LOS analyses for all CMP intersections except for City of Campbell and City of Cupertino who performed their own LOS analysis. This year, six of the 252 intersections operated at LOS F. Page Mill/Oregon Expressway at Foothill Expressway, San Tomas Expressway at Campbell Avenue, Capitol Expressway at Aborn Road, Montague Expressway at Main Street/Old Oakland Road, Montague Expressway at McCarthy Blvd/O'Toole Avenue are exempt from meeting the level of service requirements due to 1991 baseline exemption. De La Cruz and Central Expressway is a deficient intersection but has been operating at LOS F since 1996.

RURAL HIGHWAYS

VTA recorded 24-hour counts at 12 rural highway locations in Santa Clara County. All count locations operated at or above the CMP standard of LOS E. Segments increasing traffic volume by 10% or more include (#7) State Route 152 west of Santa Teresa and (#11) State Route 152 east of State Route 156, while (#2) State Route 35 south of SR 9, (#3) SR 9 west of Sanborn Road, and (#10) State Route 156 south of SR 152 all had decreasing traffic volumes by 10%.

EXPRESSWAYS

The Santa Clara County Roads and Airport Department conducts a travel time survey of the expressway every other year and provides the data to VTA as part of the full scope year of the Monitoring Report. Travel time data are collected using floating cars equipped with GPS technology to track travel speeds. Generally, two to five travel runs are made for each direction during the AM and PM commute periods and the average speeds, stops and travel times are determined.

The 2014 data is a mix bag of some expressways experiencing increases in travel speed and some expressways experiencing decreases. While it is a mixed bag, the trend in time spent is

going up for many expressways. Chapter 6 provides more detailed information on each expressway.

BICYCLE AND PEDESTRIAN

Bicycle and pedestrian single-day counts are collected each year at 10 locations throughout the county. For the 2014 Monitoring Report, 20 new locations were chosen to better highlight the usage of bicyclists and pedestrians in the Santa Clara County.

DEFICIENCY PLANS

The CMP legislation requires Member Agencies to prepare Deficiency Plans when CMP facilities located within their jurisdiction exceed the CMP traffic LOS standard, or when a project's Transportation Impact Analysis indicates that the LOS standard is expected to be exceeded. Deficiency Plans identify offsetting measures to mitigate transportation conditions on the CMP system in lieu of making physical traffic capacity improvements such as widening an intersection or roadway.

Cities of San Jose and Sunnyvale are two Member Agencies with adopted Deficiency Plans. Both cities submitted Deficiency Plan Implementation Status Reports, which provided a summary of the city's progress on the implementation of the actions in their Deficiency Plans. VTA staff reviewed these reports and found Sunnyvale and San Jose in conformance with this requirement.

CONFORMANCE FINDINGS

The 2014 Monitoring and Conformance Report find all Member Agencies in compliance with the CMP monitoring requirements.

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1 INTRODUCTION

INTRODUCTION

California State Government Code 65089 mandates the creation of a Congestion Management Program (CMP) for each county to manage the effects of transportation and land use. It requires that all elements of the CMP be monitored at least biennially by the designated Congestion Management Agency (CMA) to determine if the county and city governments, known collectively as Member Agencies, are conforming to the level of service standard set by the CMA.

The Santa Clara Valley Transportation Authority (VTA) is the designated CMA for Santa Clara County and is charged with monitoring the CMP network. VTA exceeds the state requirement by collecting data each year and producing an annual Monitoring and Conformance Report.

The high cost of data collection each year has resulted in reduced monitoring scope in the "off-years" or odd-numbered years while still meeting the requirements of the CMP statute. The 2014 report covers the full-scope year and includes all CMP elements for monitoring.

LEVEL OF SERVICE

Traffic congestion is monitored on the CMP roadway network which is comprised of freeways, state highways, expressways and principal arterials. Congestion is monitored in terms of level of service (LOS), a sliding scale from A though F where LOS A represents best traffic flow and LOS F represent significant traffic delay. Santa Clara County's LOS standard is LOS E. Table 1.1 provides a description of LOS standards.

TABLE 1.1 | LEVEL OF SERVICE (LOS) STANDARDS

Level of Service	Description
A | B | C	Traffic can move relatively freely without significant delay
D	Delay become more noticeable
E	Traffic volumes are at or close to capacity, resulting in significant delays and average speeds that are no more than about one-third the uncongested speed
F	Traffic demand exceeds available capacity. Very slow speeds (stop-and-go), long delays (over one minute) and standing queues at signalized intersections.

CONFORMANCE STANDARD

To comply with the CMP standard, Member Agencies must demonstrate that all CMP roadways (excluding freeways) within their jurisdictions are operating at or above the CMP traffic level of

service standard of LOS E. Member Agencies that do not maintain the CMP LOS standard risk having their Proposition 111 (1991) gas tax subvention withheld. If the LOS standard cannot be met, a deficiency plan must be approved by VTA. Freeway segments and CMP intersections that operated at LOS F when monitoring began in 1991 are exempt from meeting the LOS E standard. Freeway LOS thresholds are taken from the Highway Capacity Manual with the exception of D/E and E/F thresholds which are selected by VTA for Santa Clara County conditions.

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2 LAND USE

INTRODUCTION

California State CMA legislation requires Congestion Management Agencies to monitor land use changes within its jurisdiction. Each year, VTA monitors land use changes within Santa Clara County by requesting land use data from Member Agencies in terms of residential and commercial/industrial projects that have been approved.

METHODOLOGY

VTA collects land use data from Member Agencies each year to track decisions jurisdictions are making about land use. Member Agencies submit land use data for the prior fiscal year in the form of changes in dwelling units for residential approvals and changes in square footage for commercial and industrial approvals. This data is limited to tracking approvals only even if those approvals do not result in construction during the reporting year or at all.

For commercial and industrial approvals, changes in square footage are used to estimate the number of jobs created or lost. Jobs are estimated by applying a job density value (measured in jobs per 1,000 sq. ft.) to the size of the site. Job density values vary depending on the specific land use type. The appropriate job density is multiplied by the square footage of each site to determine the number of estimated jobs. Table 2.1 shows the job density values per type of land use.

TABLE 2.1 | COMMERCIAL AND INDUSTRIAL JOB DENSITIES (JOBS PER 1,000 SQ. FT.)

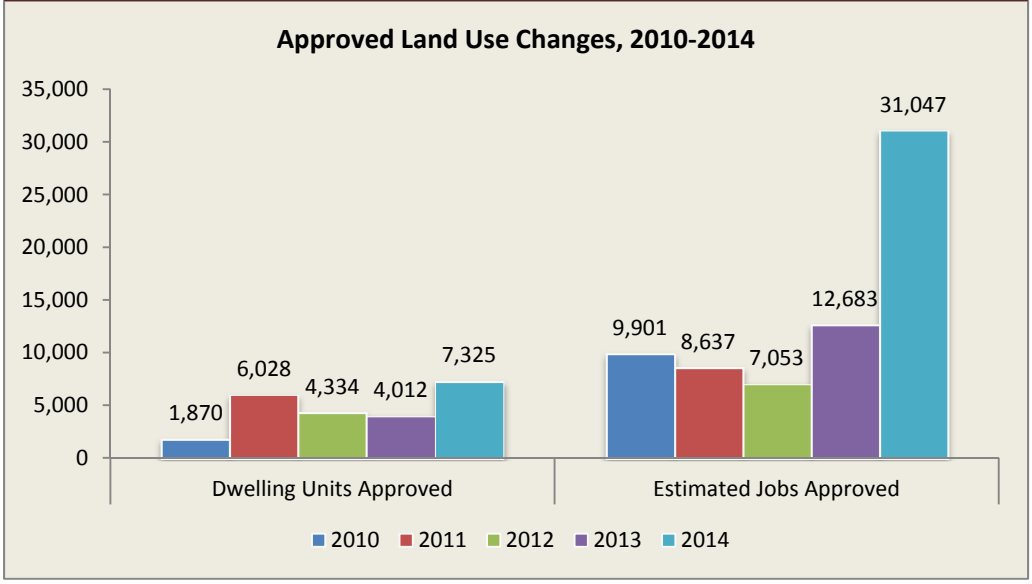
Density	Land Use
3.4	Office/Educational/Institutional/Hospital
3.1	Transportation
2.5	R&D Office
2.0	Hotel/Motel
1.75	Retail/Manufacturing
0.75	Non-Manufacturing
0	Park/Recreation/Agriculture/Cemetery/Urban Reserve

The focus of VTA's land use analysis is development approvals that provide the capacity to accommodate population and employment growth. The data is not a reflection in actual changes in residents or job creation. Rather, it is a measure of the trend in allocation of land for different purposes. In addition to the analyses included in this report, the data can be used to understand the current and projected demand in housing and employment. To better understand the employment data it is helpful to understand limitations that affect the data quality but are beyond the control of VTA and the Member Agencies:

- It is assumed commercial and industrial sites were fully occupied for employment uses
- It is assumed that all jobs that can be accommodated on the existing site are lost when a commercial or industrial site is converted to a different type of land use. Under this methodology, commercial/industrial sites that are either underutilized or unoccupied assume a full reduction in employment even if few or any jobs are actually lost. To compensate for this, VTA requests Member Agencies to indicate in their land use data submittal whether jobs were lost during conversions to a different use. Since not all Member Agencies provided this data, our methodology assumes full employment for commercial/ industrial conversions, which may negatively impact the job change estimate for 2014.

Despite these limitations, the analysis provides valuable information to illustrate the trend of land use development and where housing and employment growth is likely to occur, and where Member Agencies are actually targeting growth.

Figure 2.1 Approved Land Use Changes, 2010-2014



LAND USE ANALYSIS

As shown in Table 2.2, Member Agencies approved 7,325 residential units in 2014, an 83% increase from the previous year when 4,012 units were approved. Notably, the City of San Jose saw a large increase in approvals from 729 units in 2013 to 3,182 units this year. Santa Clara and Sunnyvale continued to see approvals of several large mixed-use developments and approved the greatest number of units overall in 2014.

TABLE 2.2 | APPROVED RESIDENTIAL UNITS, 2009-2014

Member Agency	2009	2010	2011	2012	2013	2014
Campbell	109	1	27	195	12	21
Cupertino	161	0	1	0	-30	15
Gilroy	244	59	35	101	278	350
Los Altos	4	2	69	204	20	0
Los Altos Hills	5	0	5	1	7	0
Los Gatos	24	17	31	116	20	23
Milpitas	1,013	54	2,531	2,243	793	466
Monte Sereno	0	0	0	0	0	0
Morgan Hill	46	24	96	268	544	103
Mountain View	1,542	256	273	298	537	399
Palo Alto	36	86	47	1	2	311
San Jose	1,467	598	2,496	536	729	3,182
Santa Clara	3	766	102	48	140	1,363
Santa Clara County	29	2	0	0	369	0
Saratoga	0	3	0	2	8	0
Sunnyvale	471	2	315	321	583	1,144
Total	5,154	1,870	6,028	4,334	4,012	7,325

As shown in Table 2.3, commercial and industrial approvals in 2014 resulted in an estimated net increase of 31,047. Compared to the previous year, job change estimates have increased by twofold when 12,683 jobs were estimated in 2013. This increase is partly explained by an increase in commercial development within the City of Santa Clara. Additionally, that Sunnyvale, Gilroy, Mountain View and Cupertino saw a large increase in available commercial land in 2014 due to mixed-use approvals on former industrial sites near downtown Gilroy and the Apple Campus development in Cupertino. However, Palo Alto did see a decrease in commercial development.

TABLE 2.3 | JOB CHANGE ESTIMATES BASED ON COMMERCIAL/INDUSTRIAL APPROVALS, 2009-2014

Member Agency	2009	2010	2011	2012	2013	2014
Campbell	23	7	-179	-140	0	9
Cupertino	465	89	-3	432	277	700
Gilroy	6	227	56	0	39	639
Los Altos	0	0	-40	50	211	0
Los Altos Hills	0	0	0	0	0	0
Los Gatos	203	260	264	70	555	23
Milpitas	1,536	81	706	-1,176	-399	0
Monte Sereno	0	0	0	0	0	0
Morgan Hill	-16	8	10	0	57	0
Mountain View	-1,102	581	598	798	1,151	2,304
Palo Alto	-58	656	4,584	585	924	-993
San Jose	861	733	853	1,247	4,211	7,913
Santa Clara	9,199	6,603	460	2,583	3,407	13,700
Santa Clara County	0	0	693	80	1,071	318
Saratoga	1,034	11	0	0	0	0
Sunnyvale	256	645	635	2,524	1,179	4,031
Total	12,407	9,902	8,636	7,053	12,683	31,047

PROXIMITY TO CORES, CORRIDORS AND STATION AREAS

In 2003, VTA in partnership with Member Agencies developed the Community Design & Transportation (CDT) program to craft best practices for land use and transportation. The CDT program established a framework of Cores, Corridors and Station Areas as priority areas identified by VTA and Member Agencies for targeting future growth and transportation investments. These areas are most likely to benefit from concentrated development due to its location near major transit corridors.

Spatial analysis was conducted on the land use data submitted by Member Agencies to determine the proximity of approved developments to the Cores, Corridors and Station Areas. Proximity is defined as a 1/3 mile within major transit stations and ¼ mile buffer from the cores, and future Bus Rapid Transit (BRT) corridors. The purpose of the spatial analysis is to illustrate where housing and employment growth is likely to occur and trend over time.

As shown in Table 2.4 and Figure 2.2, there were 7,325 total residential units approved in 2014. Of these, 3,667 residential approvals, or 50 percent were located within the Cores, Corridors and Station Areas. This is a slight increase from 2013 when 49 percent of the potential growth in housing was planned near the targeted areas for development.

Of the 31,047 estimated increased jobs due to commercial/industrial development, 12,929 jobs or 42 percent were located within the Cores, Corridors and Station Areas. This is a decrease from 2013 when 55 percent of the commercial/industrial approvals were within the Cores,

Corridors and Station Areas (see Figure 2.3). However, it is worth noting that there was an overall increase in total estimated jobs in 2014.

TABLE 2.4 | LAND USE APPROVALS NEAR CORES, CORRIDORS AND STATION AREAS, 2010-2014

	2014	2013	2012	2011	2010
Residential Unit Approvals within CCSAs	3,667	1,982	2,855	3,480	792
Total Units	7,325	4,012	4,334	6,028	1,870
% near CCSAs	50%	49%	66%	58%	42%
Job Change Estimates within CCSAs	12,929	6,966	2,610	4,850	7,282
Total Estimated Jobs	31,047	12,683	7,053	8,636	9,902
% near CCSAs	42%	55%	37%	56%	74%

Figure 2.2 Land Use Approvals within CCSAs, 2010-2014

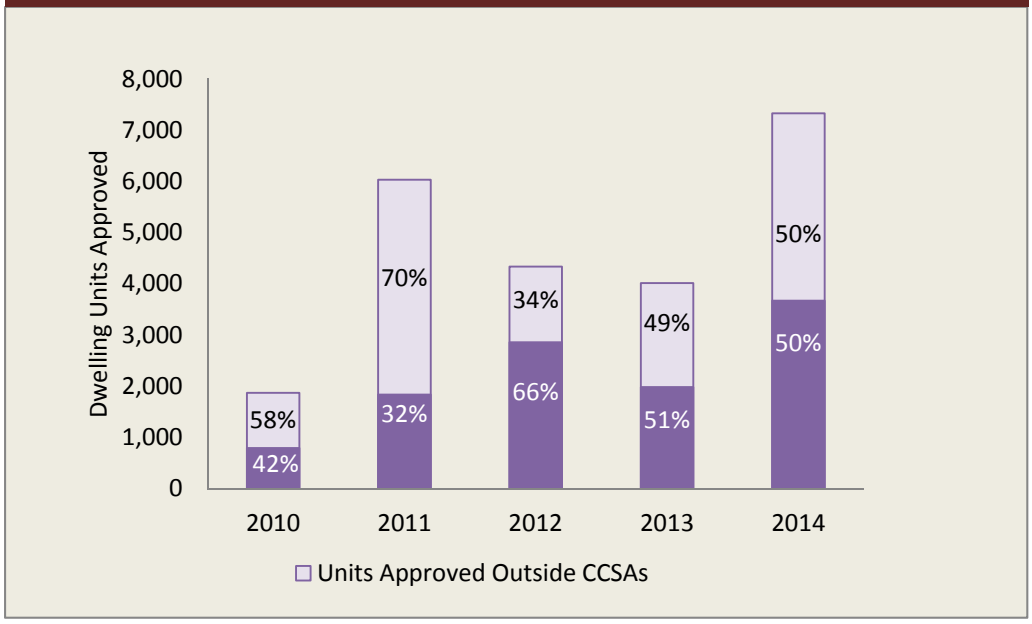


Figure 2.3 Job Change Estimates within CCSAs, 2010-2014

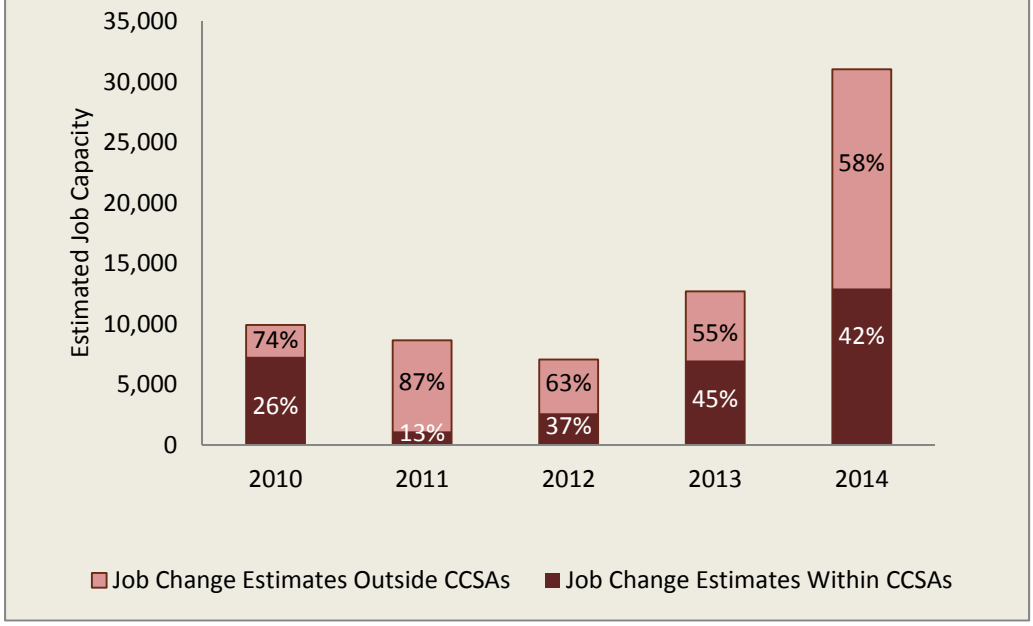


FIGURE 2.4 | APPROVED RESIDENTIAL UNITS NEAR VTA'S CORES, CORRIDORS AND STATION AREAS (2014 NET CHANGE)

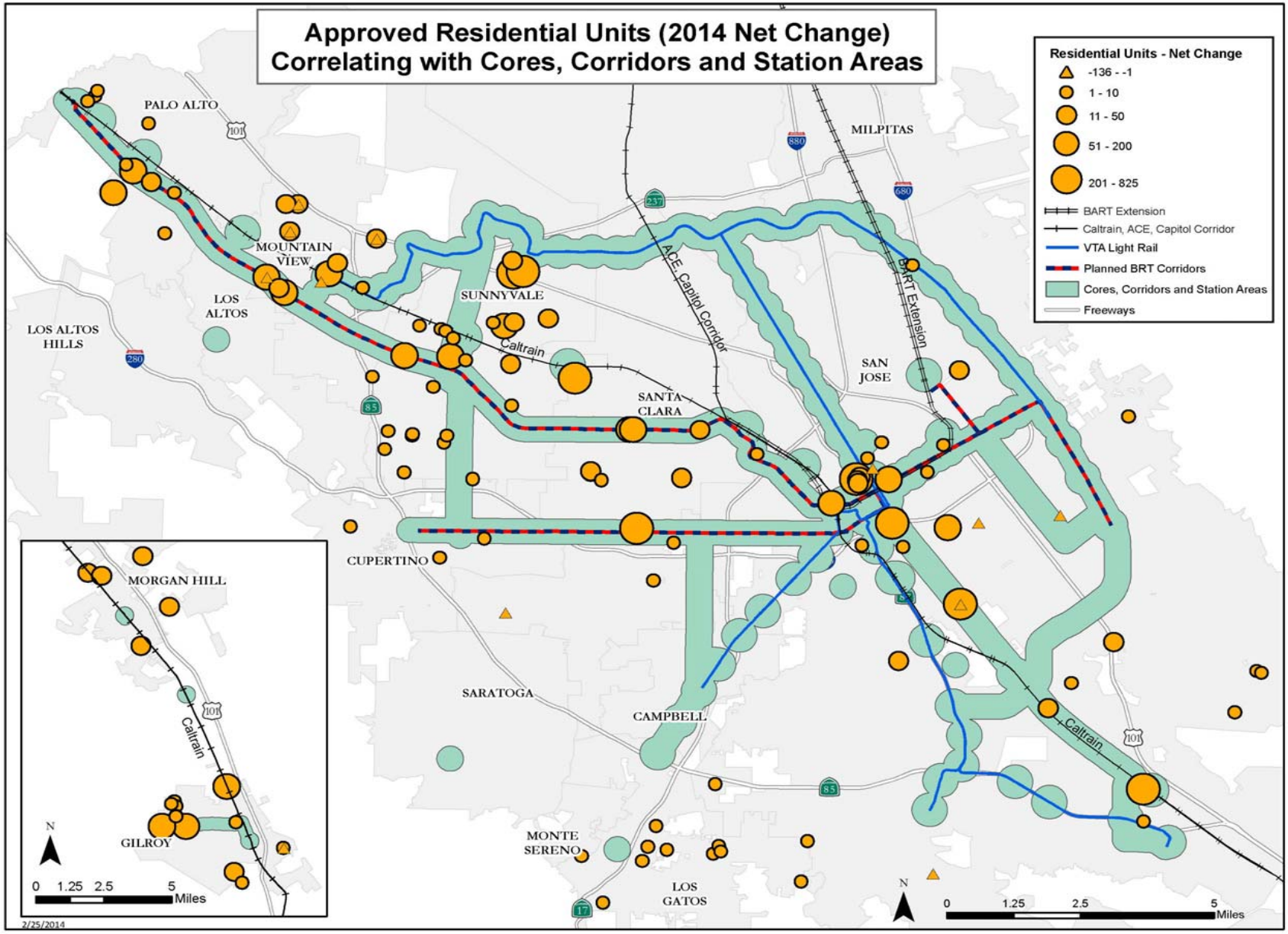


FIGURE 2.5 | JOB CHANGE ESTIMATES NEAR VTA'S CORES, CORRIDORS AND STATION AREAS (2014 NET CHANGE)

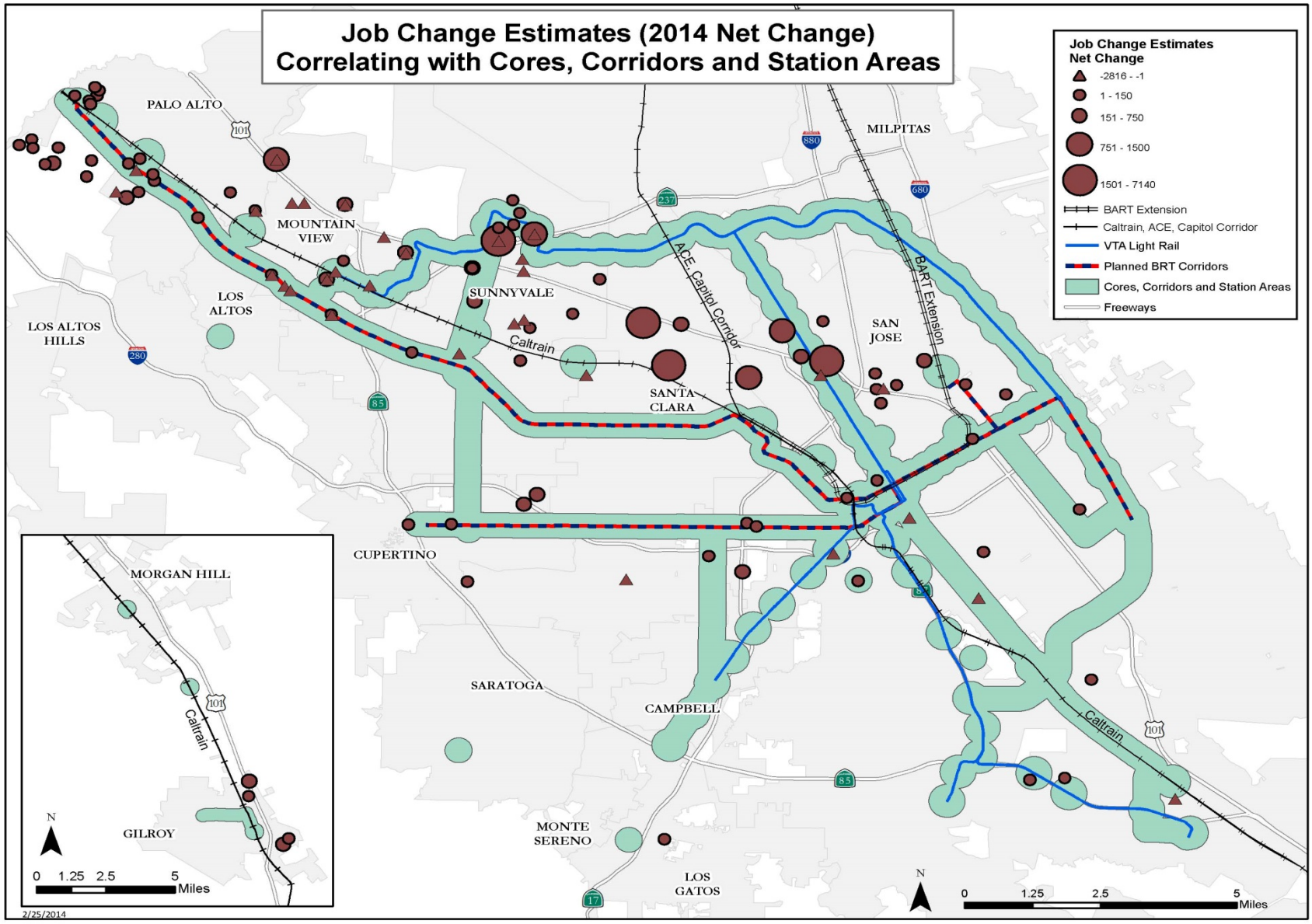


FIGURE 2.5 | RESIDENTIAL APPROVALS NEAR VTA'S CORES, CORRIDORS, AND STATION AREAS (2010-2014)

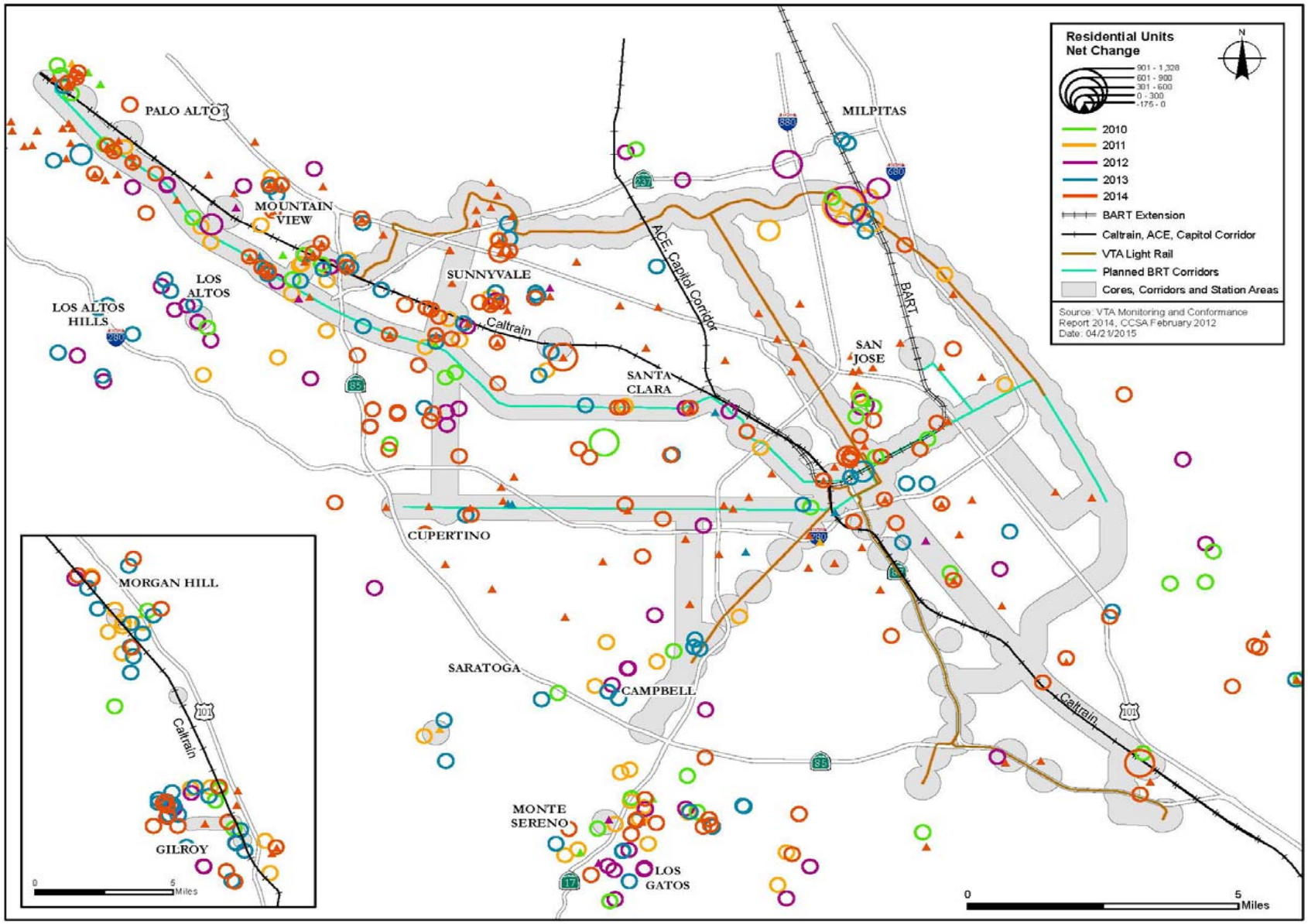
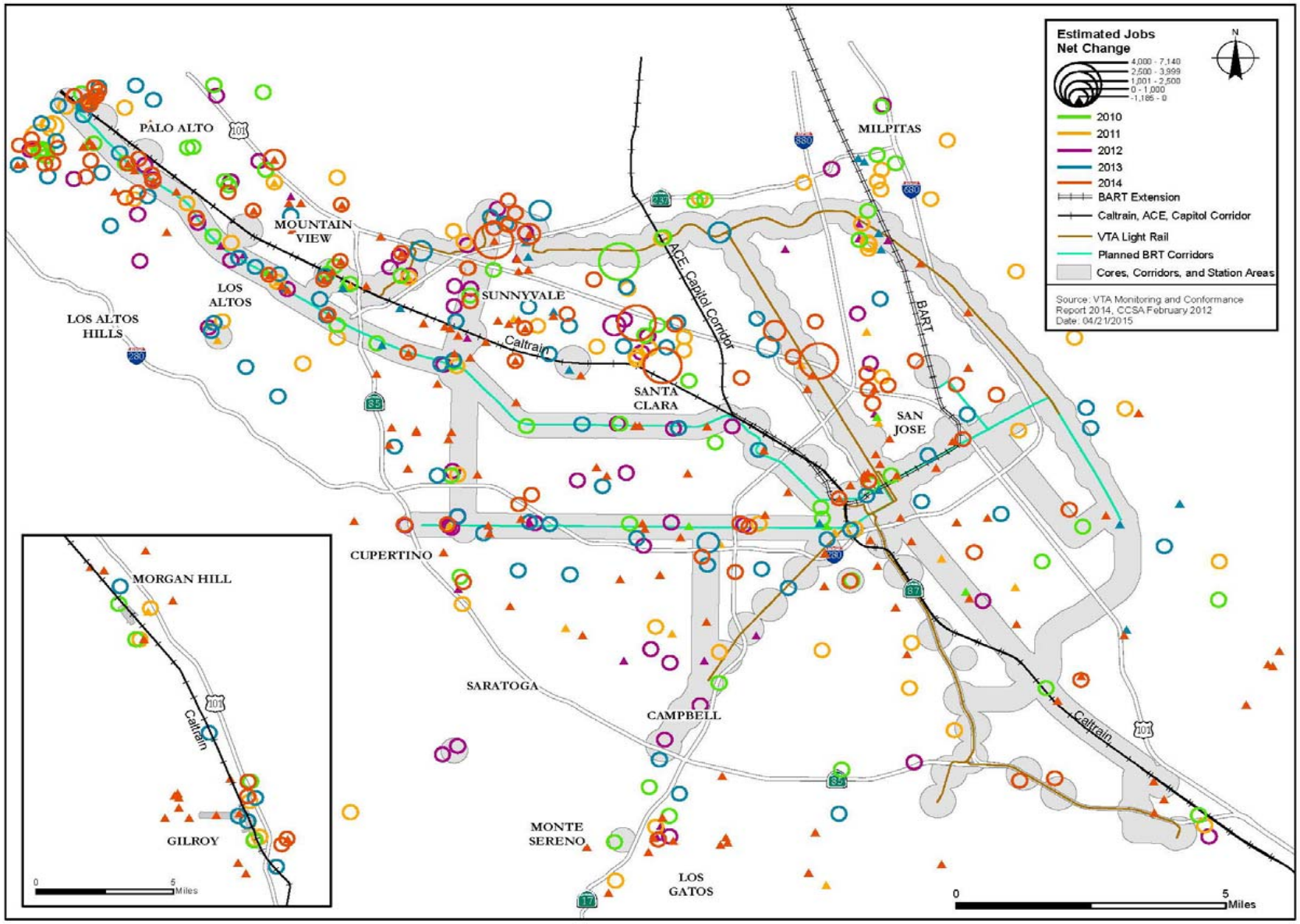


FIGURE 2.5 | JOB CHANGE ESTIMATES NEAR VTA'S CORES, CORRIDORS, AND STATION AREAS (2010-2014)



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3 CMP INTERSECTIONS

INTRODUCTION

The CMP arterial system encompasses the county's major arterials. VTA monitors 252 major intersections in Santa Clara County for traffic level-of-service (LOS). CMP intersection LOS data is collected and evaluated every two years. Intersection counts were last collected in 2012.

CMP intersections which operated at LOS F since level of service began in 1991 are exempt from meeting the level of service standard of LOS E. All other intersections that degrade to LOS F since 1991 are considered non-conforming. Non-conforming intersections place the responsible jurisdictions at risk for losing their gas tax subventions under Proposition 111 (1991).

METHODOLOGY

The methodology used to determine the level of service for each intersection is consistent with the thresholds outlined in VTA's *Traffic Level of Service Guidelines*, which are based on average control per delay per the 2000 *Highway Capacity Manual*. The average control delay thresholds with their corresponding LOS grades for CMP signalized intersections are presented in Table 3.1.

DATA COLLECTION

Similar to the 2012 study, all intersection turn movement counts were collected by Kittelson & Associates (KAI) by using the data collection subconsultants, Wiltec and Quality Counts. Additionally, all intersections, except those within the City of Campbell and the City of Cupertino, were analyzed by KAI. The Cities of Campbell and Cupertino have opted to perform their own analysis of intersection LOS for their respective intersections based on intersection turn movement counts supplied by KAI.

The data collected for this analysis included PM peak period vehicle, pedestrian, and bicycle counts at 251 of the 252 intersections that are part of the CMP network. The intersection at the Interstate 880 Southbound off-ramp to Steven Creek Boulevard (#3056) was under construction in 2014, therefore, data were not collected this year. The peak period collected was either 4:00-6:00PM or 4:30-6:30PM depending on the preference of the local agency. Table presents the local agencies' preferred time period for collecting counts at CMP intersections as well as the number of intersections within their jurisdiction.

Table 3.1 - Level of Service Thresholds for Signalized Intersections

Level of Service	Average Control Delay (seconds/vehicle)	Description
A	≤ 10	Progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all.
B+	10 < delay ≤ 12	Good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher average delays.
B	12 < delay ≤ 18	
B-	18 < delay ≤ 20	
C+	20 < delay ≤ 23	Higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
C	23 < delay ≤ 32	
C-	32 < delay ≤ 35	
D+	35 < delay ≤ 39	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
D	39 < delay ≤ 51	
D-	51 < delay ≤ 55	
E+	55 < delay ≤ 60	This is considered to be the limit of capacity. These high delay values generally indicate poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.
E	60 < delay ≤ 75	
E-	75 < delay ≤ 80	
F	> 80	This is considered to be unacceptable to most drivers. This condition occurs with over-saturation (i.e., when arrival flow rates exceed the capacity of the intersection). Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

Table 3.2 - Peak Period Data Collection by VTA Member Agency

Agency	Peak Period	Number of Intersections
City of Campbell	4:30-6:30pm	5
City of Cupertino	4:30-6:30pm	14
City of Gilroy	4:00-6:00pm	1
City of Los Gatos	4:00-6:00pm	3
City of Milpitas	4:00-6:00pm	2
City of Mountain View	4:30-6:30pm	6
City of Palo Alto	4:00-6:00pm	8

Agency	Peak Period	Number of Intersections
City of San Jose	4:00-6:00pm	117
City of Santa Clara	4:00-6:00pm	15
Santa Clara County	4:30-6:30pm	72
City of Saratoga	4:00-6:00pm	1
City of Sunnyvale	4:30-6:30pm	8

DATA COLLECTION QUALITY ASSURANCE

Manual counts for each turn movement were performed in a video reduction center where counters review video of each intersection. It was determined that the use of video data offers a cost-effective and accurate approach to data collection as it allows counters to collect counts in a controlled setting, and return to the video to verify numbers and perform re-counts as necessary without having to return to the field. The counts collected were then reviewed for aspects of quality control which include, but are not limited to accuracy of lane configurations, consistent count volumes between adjacent intersections, accuracy of count details (times, dates, etc), and data integrity. Most sites are then subjected to test counts, which consist of recounting 15-minute segments of a location to verify accuracy.

LEVEL OF SERVICE ANALYSIS

In previous years, VTA member agencies were responsible for inputting all data into a TRAFFIX™ database and running the LOS analysis in TRAFFIX™. This information was then forwarded to the chosen consultant to consolidate the data into one master file. Since 2012, member agencies have the option to have KAI perform the analysis on intersections located within their jurisdiction. Agencies selecting this option were asked to provide any signal timing updates they wanted to include since the 2012 monitoring cycle, while the rest of the data input and analysis was performed by KAI. TABLE 3.3 presents a list of member agencies, the party responsible for the intersection analysis, and whether signal timing updates were provided to KAI for the 2014 Monitoring Study.

TABLE 3.3 - TRAFFIX™ IMPLEMENTATION ANALYSIS

Member Agency	Number of Intersections	Int. Analysis Performed by:	Signal Timing Changes from 2010
City of Campbell	5	Campbell	N/A
City of Cupertino	14	Cupertino	N/A
City of Gilroy	1	VTA/Consultant	No
City of Los Gatos	3	VTA/Consultant	No
City of Milpitas	2	VTA/Consultant	No
City of Mountain View	6	VTA/Consultant	No
City of Palo Alto	8	VTA/Consultant	No
City of San Jose	117	VTA/Consultant	Yes
City of Santa Clara	15	VTA/Consultant	No
Santa Clara County	72	VTA/Consultant	Yes
City of Saratoga	1	VTA/Consultant	No
City of Sunnyvale	8	VTA/Consultant	Yes

LOS ANALYSIS QUALITY ASSURANCE

A quality assurance process was employed to check the accuracy and reasonableness of the intersection LOS evaluations conducted for the 2014 Monitoring Program. The first step in this process was to check that all intersection counts had been entered into the TRAFFIX™ file correctly. This was done by comparing the TRAFFIX™ volume output file to an excel spreadsheet that contained all the counts collected for this monitoring cycle.

Once all of the monitored intersections' volumes were checked, a 'triage' approach was used to identify intersections requiring more detailed review, using the following criteria:

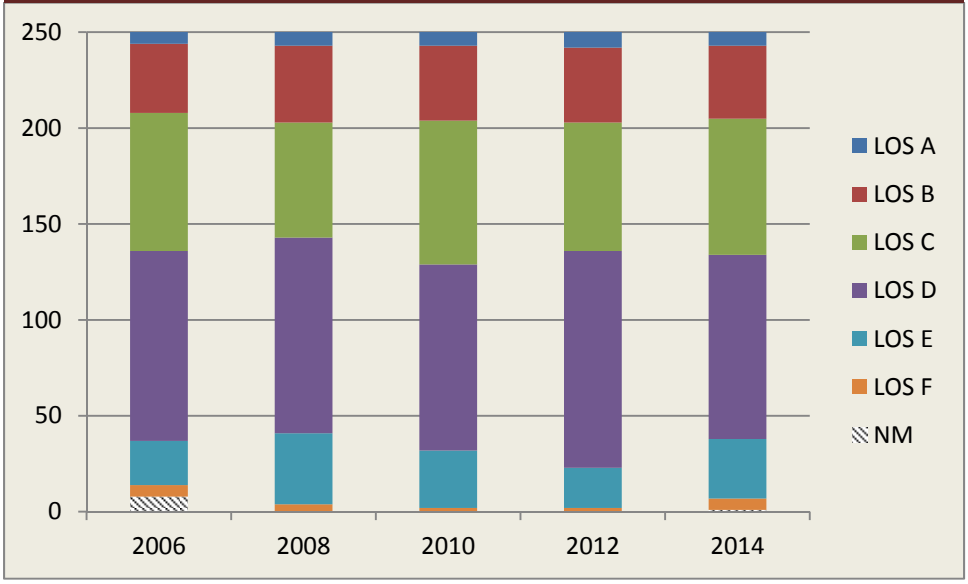
- Intersections at LOS F in 2014 that were at LOS E or better in 2012.
- Intersections at LOS E in 2014 that were at LOS F in 2012.
- Intersections that jumped two levels of service, either up or down, between 2012 and 2014.
- Other intersections identified by local agency staff familiar with local conditions where the computed LOS does not match prevailing field conditions.

Identified triage intersections were then reviewed to determine whether the resultant 2014 levels of service were reasonable.

OVERALL INTERSECTION OPERATIONS

Figure 3.1 presents the LOS results for the past four monitoring cycles. As the graph shows, the number of intersections at LOS A, LOS B, and LOS F have stayed consistent while intersections in the LOS C, LOS D and LOS E range experienced the most change over the four cycles. The 2014 data show that the number of intersections operating at LOS E increased the most. However, more than half of these intersections are intersections improving from LOS E in 2012 rather than LOS C intersections degrading in 2014.

Figure 3.1 Number of Intersections at each LOS, 2006-2014



LOS-EXEMPT INTERSECTIONS AT LOS F

Table 3.4 lists the intersections that operated at LOS F this year but are exempt from the CMP LOS standard. Intersections are defined as exempt if they operated at LOS F under the 1991 baseline conditions. The intersection of Montague Expressway and Main Street was at LOS D in 2010 and 2012, but had primarily operated at LOS F before then. The change in 2014 from LOS D to LOS F at this intersection was primarily the result of adjustments made to the signal timing used in the TRAFFIX™ file by Santa Clara County to better match field conditions.

TABLE 3.4 | LOS EXEMPT INTERSECTIONS AT LOS F

ID	CMP System Roadway	Cross-Street	Location	Jurisdiction
5205	Page Mill/Oregon Exp.	Foothill Exp.	Palo Alto	SC County
5430	San Tomas Exp.	Campbell Av.	Campbell	SC County
5724	Capitol Exp.	Aborn Rd.	San Jose	SC County
5801	Montague Exp.	Main St./Old Oakland Rd.	Milpitas	SC County
5809	Montague Exp.	McCarthy Blvd./O'Toole Av.	Milpitas	SC County

DEFICIENT INTERSECTIONS

Central Expressway & De La Cruz Boulevard was the only intersection that was still deficient in 2014 (see Table 3.5). This intersection has been deficient since 1996. Prior to 1996, this intersection was operating at LOS E. Altogether, The intersection of Montague Expressway and Main Street was at LOS D in 2010 and 2012, but had primarily operated at LOS F before then. The change in 2014 from LOS D to LOS F at this intersection was primarily the result of adjustments made to the signal timing used in the TRAFFIX™ file by Santa Clara County to better match field conditions.

TABLE 3.

TABLE 3.5 | DEFICIENT INTERSECTIONS

ID	CMP System Roadway	Cross-Street	Location	Jurisdiction
5335	Central Expressway	De la Cruz Blvd.	Santa Clara	SC County

Thirty-one (31) intersections operating at LOS E are nearing capacity in 2014. In 2012, twelve (12) of these intersections were at LOS E and are shown in Table 3.6. Nineteen (19) intersections operated at LOS D or better in 2012 and are shown in Table 3.7.

TABLE 3.6 | INTERSECTIONS OPERATING AT LOS E IN 2012 & 2014

ID	CMP System Roadway	Cross-Street	Location	Jurisdiction
701	Calaveras Blvd. (Rte. 237)	Abel St.	Milpitas	Milpitas
5108	Page Mill/Oregon Exp.	Middlefield Rd.	Palo Alto	SC County
5405	San Tomas Exp.	Stevens Creek Blvd.	Santa Clara	SC County
5416	San Tomas Exp.	El Camino Real (Rte 82)	Santa Clara	SC County
5419	San Tomas Exp.	Homestead Rd.	Santa Clara	SC County
5432	Hwy 17 (SB)	San Tomas Exp./Camden Av.	Campbell	SC County
5513	Almaden Exp.	Blossom Hill Rd.	San Jose	SC County
5611	Lawrence Exp.	Arques Av.	Sunnyvale	SC County
5723	Capitol Exp.	Silver Creek Rd.	San Jose	SC County
5732	Capitol Exp.	Story Rd.	San Jose	SC County
5802	Montague Exp.	Trade Zone Blvd./McCandless	Milpitas	SC County
5807	Montague Exp.	First St.	San Jose	SC County

TABLE 3.7 | INTERSECTIONS OPERATING AT LOS E IN 2014 AND D OR BETTER IN 2012

ID	CMP System Roadway	Cross-Street	Location	Jurisdiction
5012	S. Bascom Avenue	Moorpark Av.	San Jose	SC County
5214	Foothill Exp.	San Antonio Rd.	Los Altos	SC County
5215	Foothill Exp.	El Monte Av.	Los Altos	SC County

ID	CMP System Roadway	Cross-Street	Location	Jurisdiction
5220	Foothill Exp.	Magdalena Av./Springer Rd.	Los Altos	SC County
5305	Central Exp.	Rengstorff Av.	Mountain View	SC County
5308	Central Exp.	Castro St./Moffett Blvd.	Mountain View	SC County
5320	Central Exp.	Mary Av.	Sunnyvale	SC County
5329	Central Exp.	Bowers Av.	Santa Clara	SC County
5332	Central Exp.	Scott Blvd.	Santa Clara	SC County
5334	Central Exp.	Lafayette St.	Santa Clara	SC County
5422	San Tomas Exp.	Saratoga Av.	Santa Clara	SC County
5429	San Tomas Exp.	Hamilton Av.	Campbell	SC County
5603	Lawrence Exp.	Tasman Dr.	Sunnyvale	SC County
5613	Lawrence Exp.	Reed Av.	Sunnyvale	SC County
5625	Lawrence Exp.	Homestead Rd.	Sunnyvale	SC County
5633	Lawrence Exp.	Bollinger Rd./Moorpark Av.	San Jose	SC County
5721	Capitol Exp.	McLaughlin Av.	San Jose	SC County
5803	Montague Exp.	Capitol Av.	Milpitas	SC County
5805	Montague Exp.	Mission College Blvd.	Santa Clara	SC County

INTERSECTIONS IMPROVING FROM LOS F

During the 2014 monitoring cycle, two intersections were identified as operating at LOS F. Both of these intersections remained at LOS F on 2014, so there were no intersections improving from LOS F.

INTERSECTIONS THAT CHANGED TWO LEVELS OF SERVICE

A total of three intersections were identified as changing by two LOS grades or more between 2012 and 2014 and are shown in Table 3.8. The reasons for these large changes in LOS include:

- Foothill Expressway and San Antonio Road – The saturation flow rate for the southbound through movement used in the analysis was reduced between 2012 and 2014 by the County to better reflect field conditions. Additionally, minimum green times were adjusted to match better match field signal timings.
- Central Expressway and Whisman Road – The cycle length for the intersection was reduced, which resulted in the change to LOS.
- Montague Expressway and Main Street/Old Oakland Road – Intersection signal timing was adjusted in the analysis file to better match field conditions. This resulted in the change to LOS F. However, this intersection is exempt from meeting the LOS standard because it was operating at LOS F in 1991.

TABLE 3.8 | INTERSECTIONS THAT CHANGED TWO LEVELS OF SERVICE BETWEEN 2012 AND 2014

ID	CMP System Roadway	Cross-Street	Location	2012 LOS	2014 LOS
5214	Foothill Exp.	San Antonio Rd.	Los Altos	B	E-
5313	Central Exp.	Whisman Rd.	Mountain View	B-	D+
5801	Montague Exp.	Main St./Old Oakland Rd.	Milpitas/San Jose	D-	F

LOS RESULTS

Table 3.9 displays the LOS results for each monitored intersection from the 1991 baseline year through 2014. The "Location" column describes the agency responsible for maintaining the LOS standard, whereas the "Jurisdiction" column is the agency that operates the intersection; occasionally, these agencies are not the same.

Table 3.9 - Intersection LOS, 1991 – 2014

ID	CMP System Roadway	Cross Street	Location	Jurisdiction	1991	1992	1993	1994/5	1996	1997	1998	2000	2001	2002	2004	2006	2008	2010	2012	2014
101	S. Bascom Avenue	Campbell Av.	Campbell	Campbell	E	C	NM	B	B	D-	C	C	C	C	C	C-	C-	C	C	C
102	Hamilton Avenue	Winchester Blvd.	Campbell	Campbell	E	D	NM	D	E	E	D-	D-	D	D	D	D	E+	E+	D	D
103	Hwy 17 (NB)	Hamilton Av.	Campbell	State	A	A	NM	C	C	B	C+	C+	C	B-	B-	C	C	C+	C	C+
104	Hwy 17 (SB)	Hamilton Av.	Campbell	State	F	F	E	E	E	E	E	E	E	E-	E	E	E	E	E	D
105	Hamilton Avenue	Bascom Av.	Campbell	Campbell	D	D	NM	E	E	E	E	E-	E	E	D	D-	E+	E+	D-	D
202	Hwy 280 NB Ramps	Wolfe Rd.	Cupertino	Cupertino					NM	B-	B	B+	B	B	A	B+	B	B	B	B+
203	Hwy 280 SB Ramps	Wolfe Rd.	Cupertino	Cupertino					NM	B	B+	A	A	B+	A	B+	A	A	A	A
204	Stevens Creek Blvd.	Wolfe Rd./Miller Av.	Cupertino	Cupertino	D	D	D	C	D	C	D+	D+	D+	C	C	D+	D+	D+	D+	D
206	Sara-Sunny Rd/De Anza Blvd.	Prospect Rd.	Cupertino	Cupertino	NM	NM	NM	D	D	C-	C	C	D+	D	C	D	C	B-	C	C
208	Hwy 85 SB Ramps	Sara-Sunny Rd/De Anza Blvd.	Cupertino	Cupertino	NM	NM	NM	D	D	C+	C	C	C	C-	C-	C	C-	C	C	B
209	Hwy 85 NB Ramps	Sara-Sunny Rd/De Anza Blvd.	Cupertino	Cupertino	NM	NM	NM	C	C	C+	C	C+	C+	C-	B	C	D	B	B	B+
210	De Anza Blvd. (Rte. 85)	Bollinger Rd.	Cupertino	Cupertino	E	D	D	D	C	C	C	C	C	C	B-	C	C	C	C	C
211	De Anza Blvd. (Rte. 85)	Stevens Creek Blvd.	Cupertino	Cupertino	E	D	D	D	D	D	D	D	E	D	C-	D	D-	D	D	D
212	Hwy 280 SB Ramps	De Anza Blvd.	Cupertino	Cupertino	D	C	C	C	C	C	D	C	C	C-	B	C	B-	B	B-	C+
213	Hwy 280 NB Ramps	De Anza Blvd.	Cupertino	Cupertino	F	E	D	C	D	C	D+	C-	C	D+	C	C	C+	C+	C-	C
214	De Anza Blvd. (Rte. 85)	Homestead Rd.	Cupertino	Cupertino	E	D	D	D	D	D-	D	D	E+	D+	C-	D+	D+	D+	D+	D+
217	Stevens Creek Blvd.	Stelling Rd.	Cupertino	Cupertino	D	D	D	D	D	D	C	D+	D	D+	D	D	D	D	C-	D
219	Stevens Creek Blvd.	Hwy 85 SB Ramp	Cupertino	Cupertino	C	C	B	C	C	C	B	B-	C+	C+	C	C	C	C	C	C+
220	Stevens Creek Blvd.	Hwy 85 NB Ramp	Cupertino	Cupertino	B	B	B	C	D	B-	B-	C+	B-	C	C	C-	C-	C	B-	C+
301	Monterey Hwy. (Rte. 152)	Leavesley Rd.	Gilroy	State	C	C	NM	D	D	C	C	C	C	C	C	C	C	C	C	C

Table 3.9 - Intersection LOS, 1991 – 2014

ID	CMP System Roadway	Cross Street	Location	Jurisdiction	1991	1992	1993	1994/5	1996	1997	1998	2000	2001	2002	2004	2006	2008	2010	2012	2014
601	Saratoga-Los Gatos (Hwy. 9)	University Av.	Los Gatos	State	C	C	NM	C	C	D	D	C	C-	D	C-	C	C	C	C	C
602	Saratoga-Los Gatos (Hwy. 9)	Santa Cruz Av.	Los Gatos	State	D	D	NM	D	D	D	D	D	E+	D	D	D	D	D+	D+	D+
603	Los Gatos Blvd.	Lark Av.	Los Gatos	Los Gatos	C	NM	NM	B	C	C-	D	C-	D	D	D+	C-	E+	D+	D+	C-
701	Calaveras Blvd. (Rte. 237)	Abel St.	Milpitas	Milpitas	E	F	D	E	D	D	D-	D-	D-	D	D	D	D	E+	E	E
702	Calaveras Blvd. (Rte. 237)	Milpitas Blvd.	Milpitas	Milpitas	F	F	D	D	D	E+	E+	E	D	D	D+	E+	D	E	D	D
1001	El Camino Real (Rte. 82)	Castro St.	Mountain View	State	D	D	D	D	D	E	E+	D	D	D	D	C	D	D+	D	D
1002	El Camino Real (Rte. 82)	El Monte Av.	Mountain View	State	C	B	B	B	C	C	D	C-	D+	C-	D+	C	C	C	C-	D
1003	El Camino Real (Rte. 82)	Hwy 237/Grant Rd.	Mountain View	State	E	D	D	D	D	F	F	D-	D-	D-	D	D	D-	D-	E+	D
1004	El Camino Real (Rte. 82)	Miramonte Av./Shoreline Blvd.	Mountain View	State	D	D	D	D	C	E	E-	D	D	D	D	D	D-	D	D	D
1005	El Camino Real (Rte. 82)	Rengstorff Av.	Mountain View	State	C	D	D	C	C	D-	C-	C	C	C	C	C+	C	C+	C	C
1006	El Camino Real (Rte. 82)	San Antonio Rd.	Mountain View	State	E	D	D	D	D	D-	E	D-	D-	D	D	D	D	D	D	D
1100	El Camino Real (Rte. 82)	Alma Av.	Palo Alto	State	B	B	NM	B	B	B	B	C	D	D+	D	D	D+	D+	D+	C-
1102	El Camino Real (Rte. 82)	Embarcadero Rd./Galvez	Palo Alto	State	D	D	NM	D	D	D	D	D	E	D-	D	D+	D	D	D+	D+
1104	El Camino Real (Rte. 82)	Page Mill Rd./Oregon Expwy.	Palo Alto	State	E	D	NM	E	D	E	E	E+	E+	E+	D	D	D	D	D	D
1106	El Camino Real (Rte. 82)	Charleston Rd./Arastradero	Palo Alto	State	D	D	NM	D	D	E+	E+	D-	D	D	D	D	D	D	D	D
1108	San Antonio Rd.	Charleston Rd.	Palo Alto	Palo Alto	D	D	NM	D	D	D	D	D	D	D	D	D+	D	D	D	D

Table 3.9 - Intersection LOS, 1991 – 2014

ID	CMP System Roadway	Cross Street	Location	Jurisdiction	1991	1992	1993	1994/5	1996	1997	1998	2000	2001	2002	2004	2006	2008	2010	2012	2014
1110	San Antonio Rd.	Middlefield Rd.	Palo Alto	Palo Alto	D	D	NM	E	E	E	E+	E	E	D-	D	D+	D	E	D+	D+
1112	El Camino Real (Rte. 82)	Palm Dr. (San Mateo Co.)	Palo Alto	Palo Alto	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	C	C	C	C	C
1114	El Camino Real (Rte. 82)	University Av. (San Mateo Co.)	Palo Alto	Palo Alto	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM	C	C+	C	C-	C
1200	Bowers Avenue	Scott Blvd.	Santa Clara	Santa Clara	D	D	D	C	C	D+	D	E+	D	D	C-	C	C	C	C	C
1201	El Camino Real (Rte. 82)	Kiely Blvd./Bowers Av.	Santa Clara	State	D	D	NM	D	D	D	D	D	D	D	D	C-	D	C-	C	C-
1202	El Camino Real (Rte. 82)	Lafayette St.	Santa Clara	Santa Clara	D	D	D	C	D	D	D+	D+	D	D	D+	D	D+	D+	D	D
1203	El Camino Real (Rte. 82)	Lincoln Av.	Santa Clara	Santa Clara	B	B	NM	B	B	C+	C+	C+	C+	C+	C+	C	C+	C+	C	C
1204	El Camino Real (Rte. 82)	Monroe St.	Santa Clara	Santa Clara	B	C	NM	B	C	C	D+	C	D+	D+	C	C-	C-	C-	C	C-
1205	El Camino Real (Rte. 82)	Scott Blvd.	Santa Clara	Santa Clara	D	C	NM	C	C	C-	C-	D+	D	D	D	D+	D	D+	D+	D+
1206	Great America Parkway	Mission College Blvd.	Santa Clara	Santa Clara	E	D	D	E	E	E	E	F	E	E-	D-	D-	D-	D	D	D
1207	Great America Parkway	Tasman Dr.	Santa Clara	Santa Clara	B	B	NM	B	C	C	C	C-	D+	D	C	C	C-	C	C	C
1208	Hwy 101 (SB)	Bowers Av.	Santa Clara	State	B	A	NM	A	A	B+	B	B	B-	B	B	B+	A	A	A	A
1209	Hwy 101 (NB)	Great America Pkwy.	Santa Clara	State	C	B	NM	B	C	B	B	B	C+	C	B-	A	A	A	A	A
1210	Hwy 280 (SB)	Stevens Creek Blvd.	Santa Clara	State	E	D	D	E	D	C	C	C	C-	D	D+	D+	E+	C	C	C
1211	Stevens Creek Blvd.	Lawrence Expwy. (E side)	Santa Clara	Santa Clara	B	B	NM	C	B	C+	C	C	D+	D+	D+	C-	C	C	C	C
1212	Stevens Creek Blvd.	Lawrence Expwy. (SB ramp)	Santa Clara	Santa Clara	B	A	NM	B	C	C	C	C+	D+	B	C	C	C	C	C	C
1213	The Alameda (Rte 82)	El Camino Real (Rte 82)	Santa Clara	State	A	B	NM	B	B	B	C	C+	B-	B	C+	B	C	B	B	B
1214	Lawrence Exp.	El Camino Real (Rte 82)	Santa Clara	State	NM	NM	NM	NM	NM	B	C-	D	D+	D	C-	C	C	C	C	C

Table 3.9 - Intersection LOS, 1991 – 2014

ID	CMP System Roadway	Cross Street	Location	Jurisdiction	1991	1992	1993	1994/5	1996	1997	1998	2000	2001	2002	2004	2006	2008	2010	2012	2014
1301	Big Basin Way (Hwy 9)	Saratoga-Los Gatos Rd.	Saratoga	State	E	D	NM	C	D	D	D+	D	D	D	C-	D	D+	D+	D+	D+
1401	Saratoga-Sunnyvale Rd.	Fremont Av.	Sunnyvale	Sunnyvale	D	D	NM	D	D	D	D	D	D-	D	D	NM	D	D	D	D
1402	Saratoga-Sunnyvale Rd.	Remington Dr.	Sunnyvale	Sunnyvale	E	C	NM	D	D	D	D	D	D	D	D	NM	D	C-	D	D
1404	El Camino Real (Rte. 82)	Fair Oaks Av.	Sunnyvale	State	D	E	D	E	D	E+	D-	D	D	D	D	D	D+	D	D	D
1405	El Camino Real (Rte. 82)	Wolfe Rd.	Sunnyvale	State	E	E	E	E	E	E	E	E	E	D	D	D-	E-	D	D	D
1406	El Camino Real (Rte. 82)	Mary Av.	Sunnyvale	State	D	D	NM	D	D	D	D	D	D	D	D+	D+	D	D	D	D+
1407	El Camino Real (Rte. 82)	Mathilda Av.	Sunnyvale	State	D	E	E	D	E	E+	E	F	E+	E+	C-	D	D	D	D	D
1412	Mathilda Avenue	Java Dr.	Sunnyvale	Sunnyvale	B	B	NM	C	C	C+	NM	C-	C	C	C+	C	C-	C	C	C
1413	Mathilda Avenue	Maude Av.	Sunnyvale	Sunnyvale	D	D	NM	C	D	D	D	D	D	D+	C	D+	D+	C-	D+	D+
2001	Saratoga-Los Gatos (Hwy. 9)	Quito Rd.	SC County	State	A	A	NM	A	B	B	B	B	B	B	B+	B+	B+	B+	B+	B+
3001	Hwy 85	Bascom Av.(North)	San Jose	San Jose	NM	NM	NM	C	B	B	B	B	B	B-	B	C+	C+	C+	C+	C+
3002	Hwy 85	Bascom Av.(South)	San Jose	San Jose	NM	NM	NM	C	B	B	B	B	B	B	B	C+	C+	C	C	C
3003	Hwy 85	Bernal Rd.	San Jose	San Jose	NM	NM	NM	C	C	C	D	D-	D+	D+	C	C	C	C	B	B-
3004	Hwy 85	Blossom Hill Rd. (North)	San Jose	San Jose	NM	NM	NM	C	C	C+	C	D	D+	C-	C	C	C	C	C	C-
3005	Hwy 85	Blossom Hill Rd. (South)	San Jose	San Jose	NM	NM	NM	D	E	F	E+	D-	D-	D-	D	F	D-	E+	E+	D
3006	Hwy 85	Camden Av. (North)	San Jose	San Jose	E	NM	C	D	D	D+	C	C	C	C	C	C	C	C	C	C
3007	Hwy 85	Camden Av. (South)	San Jose	San Jose	NM	NM	NM	D	D	E	E+	E	D-	E+	D-	D-	E+	E+	D	D
3008	Hwy 85	Cottle Rd. (North)	San Jose	San Jose	NM	NM	NM	B	C	C+	B	B-	B	B	B+	B	B	A	B	B+
3009	Hwy 85	Cottle Rd. (South)	San Jose	San Jose	NM	NM	NM	C	D	C-	C	C	C	C	C	C	C-	C-	D	C-

Table 3.9 - Intersection LOS, 1991 – 2014

ID	CMP System Roadway	Cross Street	Location	Jurisdiction	1991	1992	1993	1994/5	1996	1997	1998	2000	2001	2002	2004	2006	2008	2010	2012	2014
3010	Hwy 85	Santa Teresa Blvd. (North)	San Jose	San Jose	NM	NM	NM	C	C	D	D	D	D	NM	NM	C	C	C	C	C
3011	Hwy 85	Santa Teresa Blvd. (South)	San Jose	San Jose	NM	NM	NM	C	C	C+	C	C	C	C	B	B	B	C+	B-	B-
3012	Hwy 87	Coleman Av.	San Jose	San Jose	C	B	NM	B	B	B	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM
3013	Hwy 87	Julian St. (East)	San Jose	San Jose	D	D	NM	D	D	E	D-	D	D+	D	D+	NM	D	D	D	D
3014	Hwy 87	Julian St. (West)	San Jose	San Jose	B	B	NM	C	C	B	B	B-	B	B	B	B	B	B	B	B-
3015	Hwy 87	E. Santa Clara St. (NB Off)	San Jose	San Jose	NM	NM	NM	C	C	B	B	B	B	B	B	NM	B	B	B	B
3016	Hwy 101	Santa Clara (East)	San Jose	State	B	NM	B	C	C	B	B	B	B	B	B	B	B	B	B	B
3017	Hwy 101	Bernal Rd.	San Jose	State	A	A	NM	A	B	B	B	B	B	B	B+	B+	B+	B+	B	B
3018	Hwy 101	Blossom Hill Rd. (East)	San Jose	State	D	D	NM	D	D	D+	C-	D-	D	D	C-	C	C	C	C	C
3019	Hwy 101	Blossom Hill Rd. (West)	San Jose	State	B	B	NM	B	B	C+	B-	C+	C	C	C+	B	B	C	B	B
3020	Hwy 101	Brokaw Rd.	San Jose	San Jose	B	NM	B	B	C	C	C-	C-	C	C	C	C+	C	C+	C+	B-
3021	Hwy 101	Oakland Rd. (North)	San Jose	State	B	NM	B	C	C	C	C	C	C	C	C+	C+	C	C+	C+	C
3022	Hwy 101	Oakland Rd. (South)	San Jose	State	C	NM	C	C	C	D+	D+	D+	D+	D	C	C-	C	C	C	C-
3023	Hwy 101	Santa Clara St. (West)	San Jose	State	C	NM	C	D	C	B	B	B	B	B	B	B	B	B	B	B
3024	Hwy 101	Yerba Buena Rd.(East)	San Jose	State	B	C	NM	C	B	B-	B	C+	C+	C+	C+	B	B	C+	C+	C+
3025	Hwy 101	Yerba Buena Rd.(West)	San Jose	State	C	D	NM	C	C	C	C	C	C	C	C	C+	C	C+	C+	C
3026	Hwy 237	First St. (North)	San Jose	State	F	D	NM	NM	C	B-	C+	B	B	B	B	B	B-	B-	B-	B-
3027	Hwy 237	First St. (South)	San Jose	State	F	D	NM	NM	C	C	D+	C	C	C+	C+	C+	C+	B-	C+	C+
3028	Hwy 237	Great America Pkwy. (N.)	San Jose	State	F	F	C	NM	B	C	C	C	C	C	C	B	B	B	B	B
3029	Hwy 237	Great America Pkwy. (South)	San Jose	State	F	F	C	NM	A	B	B	B	B-	C+	B	B	B+	A	B+	B+
3030	Hwy 237	Zanker Rd. (North)	San Jose	State	F	F	NM	NM	B	B	C+	B	B	B	B+	B+	B+	B	B	B+
3031	Hwy 237	Zanker Rd. (South)	San Jose	State	F	F	NM	NM	B	B	C+	B	B	B	B+	B	B+	B	B	B
3032	Hwy 280	Bird Av. North	San Jose	San Jose	C	C	NM	C	C	C	C-	C	C	C-	C	C-	C	C	C	C

Table 3.9 - Intersection LOS, 1991 – 2014

ID	CMP System Roadway	Cross Street	Location	Jurisdiction	1991	1992	1993	1994/5	1996	1997	1998	2000	2001	2002	2004	2006	2008	2010	2012	2014
3033	Hwy 280	Bird Av. South	San Jose	San Jose	B	B	NM	B	C	B	C+	C	C	C	C-	C-	C	C	C	C+
3034	Hwy 280	11th St. North	San Jose	San Jose	B	B	NM	B	B	B	B	B	B	B	B	B	B	B	B	B
3035	Hwy 280	11th St. South	San Jose	San Jose	B	B	NM	A	B	B	B	B	B	B	B	B	B	B	B	B
3036	Hwy 280	McLaughlin Av.	San Jose	San Jose	B	B	NM	B	B	B-	B	B	B	B	B	B	B	B	B	B
3037	Hwy 280	Moorpark Av.	San Jose	San Jose	B	B	NM	C	C	C	C	C	C	C	C	C	B+	B	B	B
3038	Hwy 280	Saratoga Av. North	San Jose	San Jose	B	C	NM	B	C	C+	E	B	B-	C+	B-	C	B-	B-	C+	C+
3039	Hwy 280	Saratoga Av. South	San Jose	San Jose	B	B	NM	C	E	F	F	C-	D+	D	D+	D	D	D	C-	C
3040	Hwy 280	10th St. North	San Jose	San Jose	B	B	NM	B	B	B	B	B	B	B	B	B	B	B	B	B
3041	Hwy 280	10th St. South	San Jose	San Jose	B	B	NM	B	B	B	B-	B	B	B	B	B	B	B	B-	B
3042	Hwy 680	Alum Rock Av. (East)	San Jose	State	B	B	NM	B	B	C	B-	C	C	C	C+	C	C-	C	C	C
3043	Hwy 680	Alum Rock Av. (West)	San Jose	State	B	B	NM	B	B	C+	C+	C	C	C+	C+	C	C	C	C	C
3044	Hwy 680	King Rd. N	San Jose	San Jose	C	C	NM	C	C	C	C-	D+	D+	D+	C-	C-	C	C-	C-	C
3045	Hwy 680	King Rd. S	San Jose	San Jose	A	B	NM	B	B	C	C+	D+	D+	C	C-	C	C	C	C	C
3046	Hwy 880	The Alameda N	San Jose	San Jose	A	A	NM	B	A	B+	B+	B+	B+	B+	A	B	B	B	B	B
3047	Hwy 880	The Alameda S	San Jose	San Jose	A	A	NM	B	B	B+	B	B	B	B+	A	B-	B	C+	B-	C+
3048	Hwy 880	Bascom Av. N	San Jose	San Jose	B	B	NM	B	B	B	B	B	B	B	A	A	A	B+	A	B+
3049	Hwy 880	Bascom Av. S	San Jose	San Jose	B	C	NM	B	C	B+	C	A	B	B	B+	A	B+	B+	A	A
3050	Hwy 880	Brokaw Rd. E	San Jose	San Jose	B	B	NM	C	C	C+	C+	B-	B	B	C	C-	D+	C	C	C
3051	Hwy 880	Brokaw Rd. W	San Jose	San Jose	D	D	NM	D	D	C-	C-	C	C	C-	D	D	D	D+	D	C-
3052	Hwy 880	Coleman Av. N	San Jose	San Jose	B	B	NM	B	B	B	B	B	B	B	B+	NM	A	B+	B+	B+
3053	Hwy 880	Coleman Av. S	San Jose	San Jose	B	B	NM	B	D	B	B-	B	B	B	B	NM	B-	C+	C+	C
3054	Hwy 880	N. First St. N	San Jose	San Jose	A	A	NM	A	A	B+	B+	B	B	B	B	B	B-	B	C	C
3055	Hwy 880	N. First St. S	San Jose	San Jose	C	B	NM	B	B	B	B	B	B	B	B	B	B	B	B	B
3056	Hwy 880	Stevens Creek Blvd.	San Jose	San Jose	C	B	NM	C	C	C+	C	C+	B-	C+	C+	C+	C+	C+	B	NM
3057	The Alameda (Rte 82)	Hedding St.	San Jose	San Jose	D	C	NM	C	C	D	D	D	C-	C-	C	C-	C-	C-	D+	D+

Table 3.9 - Intersection LOS, 1991 – 2014

ID	CMP System Roadway	Cross Street	Location	Jurisdiction	1991	1992	1993	1994/5	1996	1997	1998	2000	2001	2002	2004	2006	2008	2010	2012	2014
3058	The Alameda (Rte 82)	Naglee Av.	San Jose	San Jose	D	C	NM	C	C	D	C	D	D+	D+	D+	D	D	D	D	D
3059	The Alameda (Rte 82)	Race St.	San Jose	San Jose	C	C	NM	C	C	D	C	C	C	C	C	C-	D+	C	C-	D
3060	Monterey Hwy/First St. (SR 82)	Alma Av.	San Jose	San Jose	D	D	NM	D	D	D	D	D	D	D	D+	D	D	D	D	D
3061	E. San Carlos St. (Rte 82)	Almaden Blvd.	San Jose	San Jose	D	D	NM	D	D	E	D	D	D+	D+	C-	C-	D	D+	D+	C-
3062	Alum Rock Avenue (Rte. 130)	Capitol Av.	San Jose	State	D	D	NM	D	E	D+	D	D+	D+	NM	NM	D+	D	C-	C-	C
3063	Alum Rock Avenue (Rte. 130)	Jackson Av.	San Jose	State	D	E	D	D	E	D	D	D+	D+	D	D+	D	D-	D	D	D
3064	Alum Rock Avenue (Rte. 130)	King Rd.	San Jose	State	C	C	NM	D	D	D+	D+	D+	D+	D+	C-	C-	D	C-	C-	C-
3065	Alum Rock Avenue (Rte. 130)	White Rd.	San Jose	State	D	D	NM	D	D	E+	E+	D	D	D	D	D	D	D	D	D
3066	Autumn Street	Santa Clara St.	San Jose	San Jose	B	B	NM	B	B	B-	B-	B-	B-	B-	B	C	C+	B-	C+	C+
3067	S. Bascom Avenue	Camden Av.	San Jose	San Jose	D	D	NM	D	D	E	D-	D-	D	D-	D	D	D	D	D	D
3068	S. Bascom Avenue	Curtner Av.	San Jose	San Jose	C	C	NM	C	B	C	C+	C	D+	C	C-	D+	D	D	D+	D+
3069	S. Bascom Avenue	Samaritan Dr.	San Jose	San Jose	D	NM	C	D	D	D	D	D+	C	C+	C	C	D+	C-	D+	D
3070	S. Bascom Avenue	Stokes St.	San Jose	San Jose	D	D	NM	D	D	C-	C	C	C	C	C	C	C-	C	C	C
3071	S. Bascom Avenue	Union Av.	San Jose	San Jose	E	D	NM	D	D	C	D+	C-	D	D	D	C-	D+	D+	D	D
3072	Monterey Hwy. E	Bernal Rd.	San Jose	San Jose	B	B	NM	A	B	E	B	B	B	B-	B	B	B	A	B	B
3073	Monterey Hwy. N	Bernal Rd.	San Jose	San Jose	C	C	NM	B	C	D+	C-	C-	C-	C	C	C	C	C	C	C
3074	Monterey Hwy. S	Bernal Rd.	San Jose	San Jose	A	A	NM	A	A	A	A	B	A	A	A	A	A	A	A	A
3075	Santa Teresa Blvd.	Bernal Rd.	San Jose	San Jose	E	D	NM	D	D	D+	D	D	D	D+	C-	D+	D	D	D	D

Table 3.9 - Intersection LOS, 1991 – 2014

ID	CMP System Roadway	Cross Street	Location	Jurisdiction	1991	1992	1993	1994/5	1996	1997	1998	2000	2001	2002	2004	2006	2008	2010	2012	2014
3076	Berryessa Rd.	Lundy Av.	San Jose	San Jose	E	E	E	D	D	D	D	D	D-	D	D	D	D	D	D	D
3077	Bird Avenue (Rte 82)	E. San Carlos St. (Rte 82)	San Jose	San Jose	C	C	NM	D	D	D+	D	D+	D	D	D+	D	D+	D+	D	D
3078	Monterey Hwy. (Rte. 82) N	Blossom Hill Rd.	San Jose	San Jose	C	NM	B	B	C	B	B	B	C+	B	B-	B-	B-	B	C+	C
3079	Monterey Hwy. (Rte. 82) S	Blossom Hill Rd.	San Jose	San Jose	D	D	NM	C	C	C	C+	C+	C	B	C	C+	C	C+	C	C
3080	Blossom Hill Rd.	Santa Teresa Blvd.	San Jose	San Jose	D	D	NM	D	D	D	D	D	D	D	D+	D+	D	D	D	D
3081	Blossom Hill Rd.	Snell Avenue	San Jose	San Jose	D	E	D	D	D	D	D	D	D	D	D	D	D	D	D	D
3082	Monterey Hwy. (Rte. 82)	Branham Ln.	San Jose	San Jose	D	NM	D	D	C	D	C-	C	C-	C-	C-	C-	D+	D+	D+	C-
3083	Brokaw Rd.	First St.	San Jose	San Jose	F	NM	D	D	E	D	E+	D	D	D	D	D	D-	D-	D	D
3084	Brokaw Rd.	Old Oakland Rd.	San Jose	San Jose	D	D	NM	C	D	D	D	D	D	D	D	NM	D	D	D	D
3085	Brokaw Rd.	Zanker Rd.	San Jose	San Jose	D	D	NM	D	D	E	E+	E+	D	NM	NM	D+	D	D	D	D
3086	Hillsdale Av.	Camden Av.	San Jose	San Jose	D	C	NM	C	C	C	C-	C+	C	D+	C+	C+	C	C	C	B-
3087	Camden Avenue	Leigh Av.	San Jose	San Jose	D	D	NM	D	D	D	D	D	D	D-	E+	D	D	D	D	D
3088	Camden Avenue	Union Av.	San Jose	San Jose	E	E	E	D	D	D-	D-	D-	E	E	D	E	E	E	E+	D
3089	Hamilton Avenue	Campbell Av.	San Jose	San Jose	D	C	NM	C	C	C	C	C	B-	C	C	B-	B	B	B	C+
3090	Campbell Avenue	Saratoga Av.	San Jose	San Jose	F	F	D	D	D	D	D	D	D	D	D	D-	D-	D-	D-	D
3091	Monterey Hwy. (Rte. 82)	Capitol Expwy. N	San Jose	San Jose	B	NM	B	B	B	B	B	B	B	B	B	B	B-	B	B	B
3092	Monterey Hwy. (Rte. 82)	Capitol Expwy. S	San Jose	San Jose	B	NM	A	A	A	B	B	B	B	B	B	B	B	B	B	B
3093	Santa Teresa Blvd.	Coleman Rd.	San Jose	San Jose	D	C	NM	C	C	B	C	C	C	C	C	C	C	C	C	C
3094	Santa Teresa Blvd.	Cottle Rd.	San Jose	San Jose	E	E	D	D	D	D	D	D	D+	D+	D+	D	D+	D+	D+	D+

Table 3.9 - Intersection LOS, 1991 – 2014

ID	CMP System Roadway	Cross Street	Location	Jurisdiction	1991	1992	1993	1994/5	1996	1997	1998	2000	2001	2002	2004	2006	2008	2010	2012	2014
3095	Monterey Hwy. (Rte. 82)	Curtner Av.	San Jose	San Jose	F	NM	D	D	D	D	D	D	D	D	D	D	E	E+	E	D-
3096	Trimble Rd.	De la Cruz Blvd.	San Jose	San Jose	E	E	E	F	F	D+	E	D-	D	D	D	D	D	C-	C	C-
3097	S. First Street (Rte 82)	Keyes St./Goodyear	San Jose	San Jose	C	C	NM	C	C	D	C	C-	C-	C	C	C	C	C	C	C
3098	Trimble Rd.	First St.	San Jose	San Jose	F	E	E	E	E	E	E+	D-	D	D	D	D	D	D	D	D
3099	S. First Street (Rte 82)	Willow St.	San Jose	San Jose	A	A	NM	A	A	A	A	B+	A	B+	A	A	A	A	A	A
3100	Guadalupe Parkway	Hedding St.	San Jose	San Jose	E	E	D	D	D	C-	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM
3101	Guadalupe Parkway	Taylor St.	San Jose	San Jose	F	F	E	F	F	F	NM	NM	NM	NM	NM	NM	NM	NM	NM	NM
3102	Hillsdale Av.	Meridian Av.	San Jose	San Jose	E	E	D	D	D	D-	D	D-	D-	D-	D	D	D	D	D-	D
3103	Saratoga Avenue	Kiely Blvd.	San Jose	San Jose	D	D	NM	D	D	D	D	D	D	D	D	D	E	D	D	D+
3104	Stevens Creek Blvd.	Kiely Blvd.	San Jose	San Jose	E	E	E	E	D	E	D-	D-	D-	D-	D	D	D	D	D+	D+
3105	Tully Rd.	King Rd.	San Jose	San Jose	D	D	NM	D	D	E+	D	D-	D-	D-	D	D	D-	D	D	D
3106	Murphy Avenue	Lundy Av.	San Jose	San Jose	D	D	NM	D	D	D	D	D	D	D	D	D	D	D	D	C-
3107	E. San Carlos St. (Rte 82)	Market St.	San Jose	San Jose	D	D	NM	D	D	D	D	D	D+	D	C-	C-	D+	C-	D+	D+
3108	Tully Rd.	McLaughlin Av.	San Jose	San Jose	F	D	NM	D	E	D	E	E	D-	D-	D-	D	D	D-	D	D
3109	Monterey Hwy. (Rte. 82)	Senter Rd.	San Jose	San Jose	C	NM	C	C	B	C	C	C	C	C	C	C	C	C	C	C
3110	Monterey Hwy. (Rte. 82)	Skyway Dr.	San Jose	San Jose	B	NM	B	B	B	B	B	B	B-	C	C	C	C	C	C	C
3111	Monterey Hwy. (Rte. 82)	Tully Rd.	San Jose	San Jose	B	NM	B	B	B	B-	B	C+	B	B-	C+	C	C+	C	C	C+
3112	Santa Clara Street (Rte 82)	Montgomery St.	San Jose	San Jose	B	A	NM	B	B	A	B-	C+	B-	B-	B	B-	B	B	A	A
3113	Saratoga Avenue	Moorpark Av.	San Jose	San Jose	D	D	NM	D	D	D	D	D	D	D	D	D	D	D	D	D

Table 3.9 - Intersection LOS, 1991 – 2014

ID	CMP System Roadway	Cross Street	Location	Jurisdiction	1991	1992	1993	1994/5	1996	1997	1998	2000	2001	2002	2004	2006	2008	2010	2012	2014
3114	Tully Rd.	Quimby Rd.	San Jose	San Jose	D	D	NM	D	D	D	D+	D	D	D	D	D	D	D+	D+	D+
3115	Santa Teresa Blvd.	Snell Av.	San Jose	San Jose	E	D	NM	D	D	D	D	C-	C-	C-	C-	C	C	C-	D+	D+
3116	Stevens Creek Blvd.	Saratoga Av.	San Jose	San Jose	E	E	D	D	D	D	D	D	D	D	D+	D	D+	D+	D+	D+
3117	Tully Rd.	Senter Rd.	San Jose	San Jose	D	D	NM	D	D	NM	D-	D-	D-	D	D	D	D-	D	D	D
3118	Stevens Creek Blvd.	Winchester Blvd.	San Jose	San Jose	E	E	D	D	D	D	D	D-	D	D	D	D	D	D	D-	D
3119	Trimble Rd.	Zanker Rd.	San Jose	San Jose	D	D	NM	C	D	D	D	E+	NM	NM	NM	C-	C-	C-	D+	D+
3120	Capitol Exp.	Pearl Av.	San Jose	San Jose	D	D	NM	D	D	D	NM	D+	D+	D	C-	D+	C-	C-	D+	C-
5009	S. Bascom Avenue	Fruitvale Av.	San Jose	SC County	B	C	NM	C	C	D	D-	D	D	D+	D+	D+	D+	D	D	D+
5012	S. Bascom Avenue	Moorpark Av.	San Jose	SC County	C	D	NM	D	E	E+	D	D	E	E+	D	D	D	D-	D	E
5108	Page Mill/Oregon Exp.	Middlefield Rd.	Palo Alto	SC County	E	E	E	E	E	E	E	E-	E	E	E	E	E	E+	E+	E+
5120	Page Mill/Oregon Exp.	Hanover St.	Palo Alto	SC County	D	D	NM	D	D	E	E	E	E+	E+	D	D	D+	D	D	D
5205	Page Mill/Oregon Exp.	Foothill Expwy.	Palo Alto	SC County	F	F	F	F	F	F	F	NM	F	F	F	F	F	F	E-	F
5207	Foothill Exp.	Arastradero Rd.	Palo Alto	SC County	E	E	E	E	E	E	E	E	E	E	D-	D-	D	D-	D	D
5213	Foothill Exp.	Main St./Burke Rd.	Los Altos	SC County	C	C	NM	C	B	C-	C	C	C	C+	C+	C	C+	C+	C+	B-
5214	Foothill Exp.	San Antonio Rd.	Los Altos	SC County	B	B	NM	B	C	C+	B-	B	B-	C+	B	B	B	B	B	E-
5215	Foothill Exp.	El Monte Av.	Los Altos	SC County	D	D	NM	D	E	E	E	F	F	E	E	E+	E+	E+	D-	E
5220	Foothill Exp.	Magdalena Av./Springer Rd.	Los Altos	SC County	D	E	D	D	E	E	E	E+	E+	E+	D	D	D	D	D	E
5223	Foothill Exp.	Grant Rd./St. Joseph Av.	Los Altos	SC County	C	D	NM	D	D	D-	D-	D-	E	D	D	D	D	D	D	D
5225	Foothill Exp.	Homestead Rd.	Los Altos	SC County	C	C	NM	C	D	D	D	D	D	D	D	D+	D+	D+	C-	C
5305	Central Exp.	Rengstorff Av.	Mountain View	SC County	E	E	E	E	E	E	D-	E	E	E+	D	E+	E+	D-	D	E
5308	Central Exp.	Castro St./Moffet Blvd.	Mountain View	SC County	D	D	NM	D	D	D-	D	D	D	D	D	D	D	D	D	E

Table 3.9 - Intersection LOS, 1991 – 2014

ID	CMP System Roadway	Cross Street	Location	Jurisdiction	1991	1992	1993	1994/5	1996	1997	1998	2000	2001	2002	2004	2006	2008	2010	2012	2014
5310	Central Exp.	Shoreline Blvd. East	Mountain View	SC County	B	B	NM	B	B	D	D	D-	D-	B	A	A	B+	B+	A	A
5311	Central Exp.	Shoreline Blvd. West	Mountain View	SC County	B	B	NM	B	B	B	B	B	B	B	A	B+	B+	B	B+	A
5313	Central Exp.	Whisman Rd.	Mountain View	SC County	B	B	NM	B	B	B	B	B	B	B	B	B	B	C+	B-	D+
5315	Central Exp.	Hwy 237	Mountain View	SC County	B	B	NM	B	B	B	B	B	B	B	B+	A	A	B	B+	B
5320	Central Exp.	Mary Av.	Sunnyvale	SC County	E	E	D	D	D	D-	D	E+	D	D	D	D	D	D	D	E
5325	Central Exp.	Corvin Dr./Oakmead Pkwy.	Santa Clara	SC County	C	C	NM	C	D	D	E+	D-	D-	C-	C	C	C+	C+	C	D-
5329	Central Exp.	Bowers Av.	Santa Clara	SC County	D	D	NM	E	E	F	F	F	F	E	E+	E	E	E	D	E
5332	Central Exp.	Scott Blvd.	Santa Clara	SC County	E	D	NM	D	E	E+	E+	E-	E	D	D+	D	D	D-	D	E
5334	Central Exp.	Lafayette St.	Santa Clara	SC County	D	D	NM	E	F	F	F	F	F	E	E+	D-	E	E	D-	E
5335	Central Exp.	De la Cruz Blvd.	Santa Clara	SC County	E	E	E	E	F	F	F	F	F	F	F	F	F	F	F	F
5405	San Tomas Exp.	Stevens Creek Blvd.	Santa Clara	SC County	F	F	F	F	F	F	F	F	F	F	F	F	F	E	E	E
5406	San Tomas Exp.	Moorpark Av.	San Jose	SC County	E	D	NM	D	D	E+	D-	F	E+	E+	D	D	D	D	D-	D
5408	San Tomas Exp.	Scott Blvd.	Santa Clara	SC County	F	F	F	F	NM	F	F	E-	E	E	D	D	D-	D	D	D-
5414	San Tomas Exp.	Monroe St.	Santa Clara	SC County	E	D	NM	D	D	E	E	D-	E+	E+	D	D	D+	D+	D+	D+
5416	San Tomas Exp.	El Camino Real (Rte 82)	Santa Clara	SC County	F	F	F	F	F	F	F	F	F	F	E	E	E	E+	E+	E-
5419	San Tomas Exp.	Homestead Rd.	Santa Clara	SC County	F	E	E	E	E	E-	F	E	F	E+	E	E	E	E+	E+	E
5422	San Tomas Exp.	Saratoga Av.	Santa Clara	SC County	E	E	E	E	F	F	F	F	F	F	E+	E	E+	E+	D	E+
5429	San Tomas Exp.	Hamilton Av.	Campbell	SC County	E	E	E	E	E	F	F	F	F	F	E	E	E+	D	D	E
5430	San Tomas Exp.	Campbell Av.	Campbell	SC County	F	F	E	F	F	F	F	E-	E-	E	E+	E-	E-	E	E	F
5432	Hwy 17 (SB)	San Tomas Expwy./Camden Av.	Campbell	SC County	F	D	NM	E	E	E-	F	F	E	D+	D+	D	E	E+	E	E-
5433	Hwy 17 (NB)	San Tomas Expwy./Camden Av.	Campbell	SC County	C	C	NM	C	D	E	D	F	E+	D	D	D	E+	D	D	D

Table 3.9 - Intersection LOS, 1991 – 2014

ID	CMP System Roadway	Cross Street	Location	Jurisdiction	1991	1992	1993	1994/5	1996	1997	1998	2000	2001	2002	2004	2006	2008	2010	2012	2014
5505	Almaden Exp.	Koch Ln.	San Jose	SC County	B	B	NM	B	B	B+	B	B+	B	B	A	A	A	A	A	B-
5512	Almaden Exp.	Branham Ln.	San Jose	SC County	F	E	E	D	D	E+	D-	E+	D-	D-	D	D	D	D	D	D-
5513	Almaden Exp.	Blossom Hill Rd.	San Jose	SC County	F	E	E	E	E	E	E	F	F	F	E	E-	E	E	E+	E+
5516	Almaden Exp.	Coleman Rd.	San Jose	SC County	F	F	F	D	E	E	D-	D-	E+	E	D	D-	D	D	D	D
5520	Almaden Exp.	Camden Av.	San Jose	SC County	E	D	NM	D	E	E+	E	D-	E	E	D	D	D	D	D	D
5522	Almaden Exp.	Hwy 85 N. ramp	San Jose	SC County	NM	NM	NM	C	B	C+	C	C+	C	D-	E	D	E	D	D	D
5523	Almaden Exp.	Hwy 85 S. ramp	San Jose	SC County	NM	NM	NM	B	C	C	F	D-	C-	D	C	C	C	C	C	B-
5603	Lawrence Exp.	Tasman Dr.	Sunnyvale	SC County	D	D	NM	D	NM	E+	NM	F	D-	D	D	D-	E+	D-	D-	E+
5611	Lawrence Exp.	Arques Av.	Sunnyvale	SC County	E	D	NM	E	NM	D-	E+	F	F	F	E	D	D-	E+	E+	E
5613	Lawrence Exp.	Reed Av.	Sunnyvale	SC County	E	E	E	D	NM	E	E-	E	F	F	D	D	D-	D+	D	E
5625	Lawrence Exp.	Homestead Rd.	Sunnyvale	SC County	F	F	F	E	NM	E+	E+	E+	E+	E	D	D-	D	D	D	E
5633	Lawrence Exp.	Bollinger Rd./Moorpark Av.	San Jose	SC County	D	D	NM	D	D	D	E+	E	E	E+	E+	E+	E+	D	D	E
5635	Lawrence Exp.	Prospect Rd.	San Jose	SC County	E	E	E	D	D	D-	D-	D-	E+	E+	D	D-	D	D	D	D
5636	Lawrence Exp.	Calvert Dr. (I-280 on-ramp)	San Jose	SC County	NM	NM	NM	C	NM	C	D+	C	D	D	D	D	D+	C-	C-	C
5640	Lawrence Exp.	Saratoga Av.	San Jose	SC County	F	F	F	E	E	E+	F	E+	E	E+	D	D	D	D	D	D-
5711	Capitol Exp.	Narvaez Av.	San Jose	SC County	NM	NM	NM	D	D	D	D+	D	D+	D+	C-	D	D	D	D	D
5713	Capitol Exp.	Hwy 87 on/off ramp	San Jose	SC County	NM	NM	NM	D	D	D-	D	E-	D-	D	C-	D	D-	D	D	D
5715	Capitol Exp.	Snell Rd.	San Jose	SC County	D	D	NM	D	D	D	D	D	D	D	D+	D+	D+	D	D	D
5720	Capitol Exp.	Senter Rd.	San Jose	SC County	F	F	E	E	E	E	E	E	E+	E+	D	D-	D	D	D	D-
5721	Capitol Exp.	McLaughlin Av.	San Jose	SC County	D	D	NM	D	E	E	E	D	D	D	D	D	D-	D	D	E+
5723	Capitol Exp.	Silver Creek Rd.	San Jose	SC County	F	D	NM	D	E	D	F	F	F	F	F	E	E+	E	E+	E+
5724	Capitol Exp.	Aborn Rd.	San Jose	SC County	F	F	F	E	E	D	E	D	E	E+	D	E	E-	E	E	F
5725	Capitol Exp.	Quimby Rd.	San Jose	SC County	E	E	E	E	E	D-	D	E	E+	E-	D-	E-	E-	E	E	D-

Table 3.9 - Intersection LOS, 1991 – 2014

ID	CMP System Roadway	Cross Street	Location	Jurisdiction	1991	1992	1993	1994/5	1996	1997	1998	2000	2001	2002	2004	2006	2008	2010	2012	2014
5727	Capitol Exp.	Tully Rd.	San Jose	SC County	D	E	D	E	E	D	D	E+	D	D-	D	D	D-	D	D	D
5732	Capitol Exp.	Story Rd.	San Jose	SC County	F	F	E	E	F	F	F	F	F	F	E+	E	E	E	E+	E
5734	Capitol Exp.	Excalibur Dr. (Capitol Av.)	San Jose	SC County	F	D	NM	D	D	F	D-	F	E+	E	F	E+	E+	E+	D-	D
5801	Montague Exp.	Main St./Old Oakland Rd.	Milpitas	SC County	F	F	E	E	E	F	F	F	F	E	F	NM	E+	D	D-	F
5802	Montague Exp.	Trade Zone Blvd./McCandless	Milpitas	SC County	F	F	F	F	F	F	F	F	F	F	F	F	F	F	E-	E+
5803	Montague Exp.	Capitol Av.	Milpitas	SC County	F	E	E	E	F	F	F	F	F	E	E	E+	E+	D-	D-	E+
5804	Montague Exp.	Milpitas Blvd.	Milpitas	SC County	F	E	E	E	F	F	F	F	F	F	D+	D	D+	D	D+	C-
5805	Montague Exp.	Mission College Blvd.	Santa Clara	SC County	F	D	NM	D	D	D	D+	D	D	D	D	D+	D+	D	D	E
5806	Montague Exp.	De la Cruz Blvd.	Santa Clara	SC County	C	C	NM	C	D	C-	C	C	C	D	D	D+	D	D+	D	D-
5807	Montague Exp.	First St.	San Jose	SC County	F	E	E	E	F	F	F	F	F	F	E	F	F	E+	E	E+
5808	Montague Exp.	Trimble Rd.	San Jose	SC County	F	F	F	F	F	F	F	F	F	E+	D	E+	E+	D	D	D-
5809	Montague Exp.	McCarthy Blvd./O'Toole Av.	Milpitas	SC County	F	F	F	F	F	F	F	F	F	F	E	E	E	E	F	F
5812	Montague Exp.	Zanker Rd.	San Jose	SC County	E	D	NM	D	E	D-	D-	E	E+	E	D-	E+	E	D	D-	D-

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4 FREEWAYS

INTRODUCTION

Level of service data is collected each year for all freeway segments in Santa Clara County. Two travel directions for each freeway produce approximately 310 directional miles and multiple travel lanes in each direction yield 859 mixed-flow and 190 HOV lane miles.

Since 1991, level of service data has been collected for freeway segments in the County to identify those segments that are operating below the CMP standard of LOS E. This chapter features an analysis of traffic conditions during the AM and PM peak periods for the freeway system in Santa Clara County. For the purpose of this analysis, mixed-flow and HOV lanes are treated as separate facilities. In addition to collecting freeway level of service data, traffic counts were collected at six freeway "gateway" locations at or near the county line to measure traffic flows in and out of Santa Clara County.

METHODOLOGY

Prior to the 1997 CMP Monitoring and Conformance Report, floating vehicle techniques were used to collect the travel speed data needed to monitor freeway operations. Since 1997, VTA has used aerial photography to collect traffic data for freeway segments. This approach allows for the collection of a more comprehensive set of data that could be used to determine density, travel speed and flow rate for each freeway segment in both the AM and PM peak periods. From the aerial photographs, density is directly measured by counting vehicles in the freeway segments. Travel speeds and flow rate, or traffic volumes, are estimated using classic speed-density-volume equations calibrated for Santa Clara County conditions.

LEVEL OF SERVICE DEFINITIONS

Table 4.1 defines the level of service thresholds used for freeway segments. Level of service is determined based on density in terms of passenger cars per mile per lane. The LOS density thresholds are based on VTA's Level of Service Analysis Guidelines (June 2003), which adopts the Highway Capacity Manual's (2000) values for LOS A/B, B/C and C/D. The D/E and E/F thresholds are calibrated for Santa Clara County conditions.

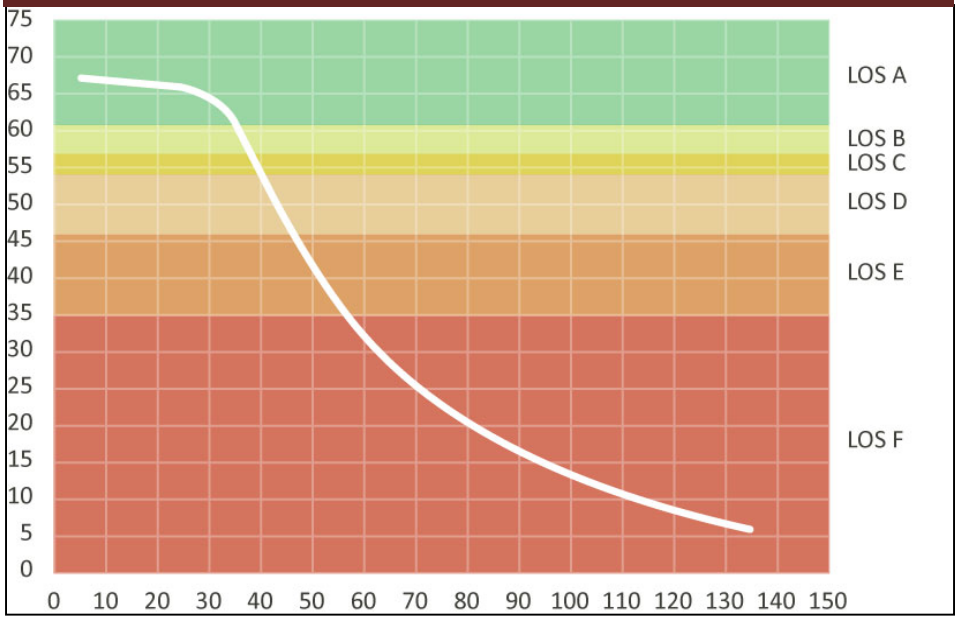
TABLE 4.1 | FREEWAY LEVEL OF SERVICE DEFINITIONS

Level of Service	Density (passenger cars/mile/lane)	Travel Speed (MPH)	Description
A	≤ 11	60 – 65	Free Flow. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. The effects of minor incidents are easily absorbed.
B	11 < density ≤ 18	57 – 60	Reasonably Free Flow. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high. The effects of minor incidents are easily absorbed.
C	18 < density ≤ 26	54 – 57	Stable Flow. Flows are approaching the range where small increases in traffic flows will cause substantial deterioration in service. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require additional care and vigilance by the driver. Minor incidents may still be absorbed, but the local deterioration in service will be substantial. Queues may be expected to form behind any significant blockage.
D	26 < density ≤ 46	46 – 54	Unstable Flow. Small increases in traffic flows cause substantial deterioration in service. Freedom to maneuver within the traffic stream is severely limited, and the driver experiences drastically reduced physical and psychological comfort levels. Even minor incidents can be expected to create substantial queuing because the traffic stream has little space to absorb disruptions.
E	46 < density ≤ 58	35 – 46	Capacity Flow. Operations are extremely unstable, because there are virtually no usable gaps in the traffic stream. Any incident can be expected to produce a serious breakdown with extensive queuing.
F	> 58	< 35	Forced Flow. Level of service F describes forced or breakdown flow. Such conditions generally exist within queues forming behind breakdown points. Such breakdowns occur for a number of reasons: a temporary reduction in capacity caused by a traffic incident, or a recurring point of congestion caused by a merge, a weave segment, or lane drop.

SPEED MODEL CALIBRATION

While research shows that there is a direct relationship between speed and density, this relationship is less straightforward than the relationship between density and speed and volume when two of the three are known. The speed density curve was re-calibrated in 2001 to account for possible travel condition differences between 2001 and 1997, when the previous curve was calibrated. Research and review of several speed-density curves resulted in a new, single regime curve based on the Van Aerde equation which is shown in Figure 4.1.

Figure 4.1 Speed Density Curve



DATA COLLECTION

Two flight patterns are used to photograph Santa Clara County's freeway system. These patterns were defined such that each freeway segment could be photographed at a frequency of approximately one sample every 40 minute, or four times each flight. The morning surveys were conducted approximately from 6:15 AM to 9:45 AM and the evening surveys were conducted from approximately 3:15 PM to 6:45 PM. Two morning and two evening flights were scheduled of each roadway, providing a total of 16 photographs – 8 morning and 8 evening – of each freeway segment.

Aerial photography is traditionally scheduled for September but on occasion, can extend into October depending on the weather. This year, weather difficulties related to fog resulted in data collection extending into October. Table 4.2 shows the data collection dates for the morning and evening flights.

TABLE 4.2 | AERIAL PHOTOGRAPHY DATA COLLECTION SCHEDULE

AM Flights	PM Flights
Thursday, September 11	Tuesday, September 9
Tuesday, September 16	Wednesday, September 10
Wednesday, October 8	Tuesday, September 16

The density of traffic between each pair of interchanges was estimated by counting the number of vehicles between each interchange in each photo. The photo that displayed the greatest vehicle density for each freeway segment was considered to represent the peak period and was selected for analysis in the chapter. The corresponding lengths and the number of lanes were also verified from the photos. Vehicle counts were performed using four different categories: cars, buses,

trucks and tractor-trailers. The buses, trucks and tractor-trailers were assigned passenger car equivalents (PCE) by applying a 1.5 PCE for trucks and buses, and 2.0 PCE for tractor-trailers.

The AM and PM peak period densities were compared to identify the most congested time for each segment. Then, using the speed-density curve described previously, the peak density is converted to speed, level of service and volume for each freeway segment. The LOS was determined directly from the density value using the thresholds listed in Table 4.1.

DEFICIENT FREEWAY SEGMENTS

Directional miles represent the number of miles of freeway for the two travel directions. For the 2014 Monitoring Program, 84 segments, with a combined length of 86 miles, are operating at LOS F in the AM peak hour and 77 segments, with a combined length of 70 miles, are at LOS F in the PM peak hour. In total, 161 out of 313 directional miles of freeway segments were found to be operating at LOS F in at least one of the peak periods. This is about 12 more lane-miles than the 2013 results.

Of these miles, 24 miles during the AM and 25 miles during the PM were at LOS F in the baseline 1991 year and therefore considered LOS-exempt. The remaining 62 directional miles during the AM and 46 directional miles during the PM are considered deficient.

Table 4.3 presents the mixed-flow freeway segments that were operating at LOS F in 2014 and operated at LOS F under the 1991 baseline conditions making them exempt from CMP conformance requirements. The duration of congestion, in hours, is shown in parentheses in each of these tables. Duration of congestion was determined by reviewing the data to see how long congestion lasted for each segment.

TABLE 4.3 EXEMPT MIXED-FLOW SEGMENTS OPERATING AT LOS F IN 2014

Exempt Segments at LOS F in 2014							
#	Fwy	Dir	AM/PM	Segment	Length	2014	
125	I-280	WB	AM	Meridian Av. to SR 17 (I-880)	1.40	F	(3.0)
124	I-280	WB	AM	SR 17 (I-880) to Winchester Blvd.	0.55	F	(2.0)
123	I-280	WB	AM	Winchester Bl. to Saratoga Av.	1.37	F	(1.5)
122	I-280	WB	AM	Saratoga Av. to Lawrence Expwy	1.19	F	(1.5)
121	I-280	WB	AM	Lawrence Expwy to Wolfe Rd.	1.24	F	(1.5)
45	I-680	SB	AM	Capitol Expwy to King Rd	1.00	F	(0.5)
39	I-680	SB	AM	King Rd to US 101	0.40	F	(0.5)
12	I-880	NB	AM	I-280 to Stevens Creek Blvd.	0.41	F	(0.5)
11	I-880	NB	AM	Stevens Creek Blvd. to Bascom	0.84	F	(0.5)
10	I-880	NB	AM	Bascom to The Alameda	0.82	F	(0.5)
9	I-880	NB	AM	The Alameda to Coleman Av.	0.59	F	(0.5)
8	I-880	NB	AM	Coleman Av. to SR 87	0.51	F	(1.0)
17	I-880	SB	AM	Brokaw Rd. to US 101	1.29	F	(0.5)
30	SR 17	NB	AM	Bear Creek to Saratoga-Los Gatos Rd.	2.90	F	(1.0)
89	SR 237	WB	AM	I-880 to McCarthy Blvd.	0.40	F	(2.5)
90	SR 237	WB	AM	McCarthy Blvd. to Zanker Rd.	0.94	F	(2.5)
23	SR 85	NB	AM	I-280 to Homestead Rd.	0.34	F	(2.0)

Exempt Segments at LOS F in 2014							
#	Fwy	Dir	AM/PM	Segment	Length	2014	
24	SR 85	NB	AM	Homestead Rd. to Fremont Rd.	1.00	F	(1.0)
289	US 101	NB	AM	I-280 to Santa Clara St.	0.88	F	(2.0)
290	US 101	NB	AM	Santa Clara St. to McKee Rd.	0.39	F	(3.0)
291	US 101	NB	AM	McKee Rd. to Old Oakland Rd.	1.58	F	(3.0)
292	US 101	NB	AM	Old Oakland Rd. to I-880	0.57	F	(1.0)
293	US 101	NB	AM	I-880 to Old Bayshore Rd.	0.50	F	(3.0)
294	US 101	NB	AM	Old Bayshore Rd. to N. First	0.49	F	(3.0)
295	US 101	NB	AM	N. First to Guadalupe (SR 87)	0.64	F	(2.5)
305	US 101	NB	AM	SR 85 to Shoreline Blvd.	0.28	F	(0.5)
306	US 101	NB	AM	Shoreline Blvd. To Rengstorff Av.	1.01	F	(0.5)
136	I-280	EB	PM	SR 85 to DeAnza Blvd.	1.31	F	(2.0)
137	I-280	EB	PM	DeAnza Blvd. to Wolfe Rd.	1.06	F	(1.5)
138	I-280	EB	PM	Wolfe Rd. to Lawrence Expwy.	1.24	F	(1.0)
139	I-280	EB	PM	Lawrence Expwy. to Saratoga Rd.	1.19	F	(0.5)
140	I-280	EB	PM	Saratoga Rd. to Winchester Blvd.	1.37	F	(0.5)
1	I-880	NB	PM	SR 237 to Dixon Landing Rd.	1.99	F	(1.5)
16	I-880	SB	PM	Montague Expwy to Brokaw Rd.	1.35	F	(0.5)
17	I-880	SB	PM	Brokaw Rd. to US 101	1.29	F	(1.5)
18	I-880	SB	PM	US 101 to N First St.	0.49	F	(1.0)
19	I-880	SB	PM	N. First St. to SR 87	0.40	F	(1.0)
20	I-880	SB	PM	SR 87 to Coleman Rd.	0.51	F	(0.5)
81	SR 237	EB	PM	Lawrence Exp to Great America	1.27	F	(3.0)
79	SR 237	EB	PM	First St. to Zanker Rd.	1.61	F	(1.0)
77	SR 237	EB	PM	McCarthy Blvd. To I-880	0.40	F	(3.0)
187	SR 85	SB	PM	SR 237 to El Camino Real	0.41	F	(3.0)
188	SR 85	SB	PM	El Camino Real to Fremont Rd.	1.89	F	(3.0)
274	US 101	SB	PM	Oregon Expwy to San Antonio Rd.	1.85	F	(2.0)
273	US 101	SB	PM	S Antonio Rd. to Rengstorff Av.	0.71	F	(3.0)
264	US 101	SB	PM	Great America Pkwy to Montague Exp	0.75	F	(3.5)
263	US 101	SB	PM	Montague Expy to De La Cruz Blvd.	1.28	F	(3.5)
262	US 101	SB	PM	De La Cruz Blvd. to SR 87	0.77	F	(0.5)
261	US 101	SB	PM	SR 87 to N. First St.	0.64	F	(1.5)
260	US 101	SB	PM	N. First St. to Old Bayshore Rd.	0.49	F	(3.0)
259	US 101	SB	PM	Old Bayshore Rd. to I-880	0.50	F	(3.5)
258	US 101	SB	PM	I-880 to Old Oakland Rd.	0.57	F	(3.5)

TABLE 4.4 NON-EXEMPT MIXED-FLOW SEGMENTS OPERATING AT LOS F IN 2014

Non-Exempt Segments at LOS F in 2014							
#	Fwy	Dir	AM/PM	Segment	Length	2012	
130	I-280	WB	AM	US 101 to McLaughlin	0.37	F	(3.0)
129	I-280	WB	AM	McLaughlin to 10th St.	0.92	F	(2.0)
128	I-280	WB	AM	10th St. to SR 87	1.20	F	(0.5)
127	I-280	WB	AM	SR 87 to Bird Av.	0.35	F	(0.5)
126	I-280	WB	AM	Bird Av. to Meridian Av.	1.07	F	(1.0)
120	I-280	WB	AM	Wolfe Rd. to DeAnza Blvd.	1.06	F	(0.5)
119	I-280	WB	AM	De Anza Blvd. To SR 85	1.31	F	(0.5)
118	I-280	WB	AM	SR 85 to Foothill Expwy	0.70	F	(1.5)
51	I-680	NB	AM	US 101 to King Rd.	0.40	F	(0.5)
52	I-680	NB	AM	King Rd. to Capitol Expwy.	1.00	F	(1.5)
53	I-680	NB	AM	Capitol Expwy to Alum Rock Av	0.31	F	(1.5)

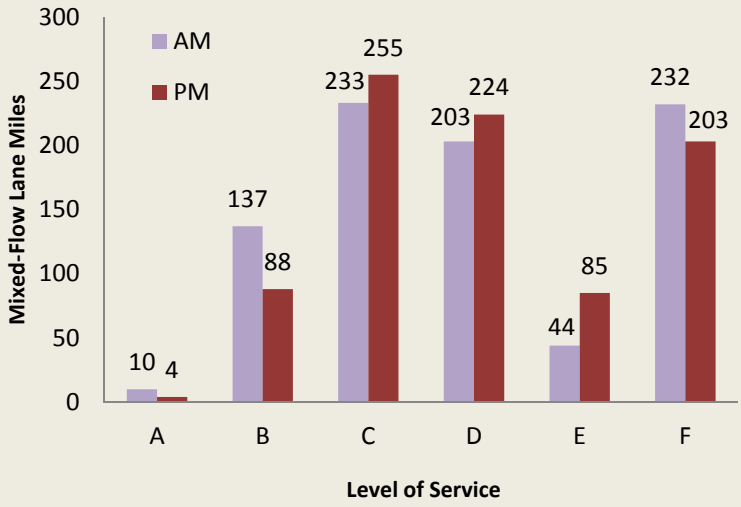
Non-Exempt Segments at LOS F in 2014							
#	Fwy	Dir	AM/PM	Segment	Length	2012	
54	I-680	NB	AM	Alum Rock Av. to McKee Rd.	0.64	F	(1.0)
41	I-680	SB	AM	Alum Rock Av. to Capitol Expwy.	0.31	F	(0.5)
18	I-880	SB	AM	US 101 to N. First St.	0.49	F	(1.0)
19	I-880	SB	AM	N. First St. to SR 87	0.40	F	(0.5)
31	SR 17	NB	AM	Summit Rd. to Bear Creek Rd.	4.06	F	(1.0)
27	SR 17	NB	AM	SR 85 to San Tomas Expwy.	1.17	F	(0.5)
26	SR 17	NB	AM	San Tomas/Camden to Hamilton Ave.	1.82	F	(0.5)
25	SR 17	NB	AM	Hamilton to I-280	1.61	F	(1.0)
100	SR 237	WB	AM	SR 85 to El Camino Real	0.40	F	(0.5)
183	SR 85	NB	AM	Cottle Rd. to Blossom Hill Rd.	1.96	F	(0.5)
182	SR 85	NB	AM	Blossom Hill Rd. to SR 87	1.27	F	(0.5)
181	SR 85	NB	AM	SR 87 to Almaden Expwy.	0.94	F	(2.5)
180	SR 85	NB	AM	Almaden Expwy. to Camden	1.97	F	(2.5)
179	SR 85	NB	AM	Camden Ave. to Union Ave.	1.17	F	(1.0)
178	SR 85	NB	AM	Union Ave. to Bascom Ave.	1.13	F	(1.0)
177	SR 85	NB	AM	Bascom Ave. to SR 17	0.27	F	(1.0)
176	SR 85	NB	AM	SR 17 to Winchester Blvd.	0.50	F	(1.5)
175	SR 85	NB	AM	Winchester Blvd. to Saratoga Ave.	2.68	F	(0.5)
173	SR 85	NB	AM	De Anza Blvd. to Stevens Creek Blvd.	1.83	F	(0.5)
172	SB 85	NB	AM	Stevens Creek Blvd. to I-280	0.75	F	(1.5)
169	SR 85	NB	AM	Fremont Ave. to El Camino Real	1.89	F	(1.0)
70	SR 87	NB	AM	SR 85 to Capitol Expwy.	1.09	F	(2.0)
71	SR 87	NB	AM	Capitol Expwy. to Curtner Ave.	1.49	F	(2.0)
72	SR 87	NB	AM	Curtner Ave. to Almaden Expwy.	0.73	F	(3.0)
73	SR 87	NB	AM	Almaden Expwy to Alma Ave.	0.69	F	(1.0)
74	SR 87	NB	AM	Alma Ave. to I-280	0.90	F	(0.5)
75	SR 87	NB	AM	I-280 to Julian St.	0.96	F	(2.5)
76	SR 87	NB	AM	Julian St. to Coleman St.	0.38	F	(3.0)
414	SR 87	NB	AM	Coleman St. to Taylor St.	0.41	F	(0.5)
416	SR 87	NB	AM	Taylor St. to Airport Pkwy.	1.87	F	(0.5)
418	SR 87	NB	AM	Airport Pkwy. to US 101	0.67	F	(2.0)
309	US 101	NB	AM	San Martin Ave. to Tennant Ave.	3.55	F	(0.5)
310	US 101	NB	AM	Tennant Ave. to E. Dunne Ave.	0.96	F	(2.0)
283	US 101	NB	AM	Silver Creek Valley Rd. to Hellyer Ave.	1.84	F	(1.5)
284	US 101	NB	AM	Hellyer Ave. to Yerba Buena Rd	0.90	F	(1.5)
285	US 101	NB	AM	Yerba Buena Rd. to Capitol Expwy.	0.80	F	(1.5)
286	US 101	NB	AM	Capitol Expwy. to Tully Rd.	1.33	F	(2.0)
287	US 101	NB	AM	Tully Rd. to Story Rd.	1.46	F	(0.5)
288	US 101	NB	AM	Story Rd. to I-280	0.38	F	(0.5)
296	US 101	NB	AM	SR 87 (Guadalupe) to De La Cruz Blvd.	0.77	F	(3.0)
297	US 101	NB	AM	De La Cruz Bld. to Montague	1.28	F	(1.0)
298	US 101	NB	AM	Montague to Bowers / Great American Pkwy.	0.75	F	(0.5)
299	US 101	NB	AM	Bowers Ave / Great American Pkwy to Lawrence Expwy.	1.12	F	(1.0)
300	US 101	NB	AM	Lawrence Expwy. to N. Fair Oaks Ave.	0.98	F	(1.5)
301	US 101	NB	AM	N. Fair Oaks Ave. to N. Mathilda Ave.	0.85	F	(0.5)
304	US 101	NB	AM	Moffett Blvd. to SR 85	0.33	F	(2.5)
131	I-280	EB	PM	Page Mill Rd. to La Barranca	1.73	F	(0.5)
132	I-280	EB	PM	La Barranca to El Monte Ave.	1.60	F	(1.0)

Non-Exempt Segments at LOS F in 2014							
#	Fwy	Dir	AM/PM	Segment	Length	2012	
133	I-280	EB	PM	El Monte Ave. to Magdalena Ave.	0.95	F	(1.0)
141	I-280	EB	PM	Winchester Blvd. to I-880	0.55	F	(1.0)
142	I-280	EB	PM	I-880 to Meridian Ave.	1.40	F	(2.5)
143	I-280	EB	PM	Meridian Ave. to Bird Ave.	1.07	F	(2.0)
144	I-280	EB	PM	Bird Ave. to SR 87	0.35	F	(2.0)
145	I-280	EB	PM	SR 87 to 10th St.	1.20	F	(1.0)
124	I-280	WB	PM	I-880 to Winchester Blvd.	0.55	F	(0.5)
48	I-680	SB	PM	SR 237 to Yosemite Dr.	0.69	F	(1.0)
47	I-680	SB	PM	Yosemite Dr. to Montague Expwy.	0.77	F	(1.0)
46	I-680	SB	PM	Montague Expwy. to Capitol Ave.	1.00	F	(1.0)
45	I-680	SB	PM	Capitol Ave. to Hostetter Rd.	0.31	F	(1.0)
44	I-680	SB	PM	Hostetter Rd. to Berryessa Rd.	0.94	F	(1.0)
11	I-880	NB	PM	Stevens Creek Blvd. to N. Bascom Ave.	0.84	F	(1.0)
10	I-880	NB	PM	N. Bascom Ave. to The Alameda	0.82	F	(0.5)
9	I-880	NB	PM	The Alameda to Coleman Ave.	0.59	F	(1.0)
8	I-880	NB	PM	Coleman Ave. to SR 87	0.51	F	(1.5)
7	I-880	NB	PM	SR 87 to N. First St.	0.40	F	(0.5)
21	I-880	SB	PM	Coleman Ave. to The Alameda	0.59	F	(0.5)
22	I-880	SB	PM	The Alameda to Bascom Ave.	0.82	F	(0.5)
35	SR 17	SB	PM	SR 85 to Lark Ave.	0.46	F	(1.5)
36	SR 17	SB	PM	Lark Ave. to Saratoga Ave.	1.81	F	(0.5)
84	SR 237	EB	PM	US 101 to Mathilda Ave.	0.53	F	(1.5)
83	SR 237	EB	PM	Mathilda Ave. to N. Fair Oaks Ave.	0.96	F	(1.5)
82	SR 237	EB	PM	N. Fair Oaks Ave. to Lawrence Expwy.	0.63	F	(2.5)
80	SR 237	EB	PM	Great America Pkwy. to N. First St.	1.00	F	(3.0)
95	SR 237	WB	PM	N. Fair Oaks Ave. to Mathilda Ave.	0.96	F	(1.0)
98	SR 237	WB	PM	Maude Ave. to Central Expwy.	0.53	F	(1.0)
99	SR 237	WB	PM	Central to SR 85	0.63	F	(1.0)
100	SR 237	WB	PM	SR 85 to El Camino Real	0.40	F	(1.0)
185	SR 85	SB	PM	US 101 to Central Expwy.	1.24	F	(0.5)
186	SR 85	SB	PM	Central Expwy. to SR 237	0.47	F	(1.0)
192	SR 85	SB	PM	Stevens Creek Blvd. to Saratga-Snnvl	1.83	F	(3.0)
193	SR 85	SB	PM	Saratoga-Sunny to Saratoga Ave.	1.83	F	(1.0)
196	SR 85	SB	PM	SR 17 to Bascom Ave.	0.27	F	(0.5)
197	SR 85	SB	PM	Bascom Ave. to Union Ave.	1.13	F	(2.0)
419	SR 87	SB	PM	US 101 to Airport Pkwy.	0.67	F	(0.5)
417	SR 87	SB	PM	Airport Pkwy. to Taylor St.	1.87	F	(2.0)
415	SR 87	SB	PM	Taylor St. to Coleman Ave.	0.41	F	(2.5)
69	SR 87	SB	PM	Coleman Ave. to Julian St.	0.38	F	(0.5)
67	SR 87	SB	PM	I-280 to Alma Ave.	0.90	F	(2.5)
66	SR 87	SB	PM	Alma Ave. to Almaden Expwy.	0.69	F	(0.5)
306	US 101	NB	PM	Shoreline Blvd. to Rengstorff Ave.	1.01	F	(0.5)
307	US 101	NB	PM	Rengstorff Ave. to San Antonio Rd.	0.71	F	(0.5)
309	US 101	NB	PM	Oregon Expwy. to Embarcadero Rd.	0.15	F	(0.5)
243	US 101	SB	PM	Burnett Ave (Lane Drop) to Cochrane Rd.	0.87	F	(0.5)
265	US 101	SB	PM	Lawrence Expwy. to Gr America Pkwy	1.12	F	(2.0)
266	US 101	SB	PM	N. Fair Oaks Ave. to Lawrence Expwy.	0.98	F	(0.5)
269	US 101	SB	PM	Moffett Blvd. to SR 237	1.68	F	(1.5)
270	US 101	SB	PM	SR 85 to Moffett Blvd.	0.33	F	(1.0)
275	US 101	SB	PM	Embarcadero to Oregon Expwy	0.15	F	(1.5)

MIXED-FLOW LEVEL OF SERVICE ANALYSIS

In 2012, there were 859 mixed-flow lane-miles of freeway in Santa Clara County. Figure 4.2 summarizes the overall operation of the freeway system, including lane miles operating at each LOS, regardless of CMP exemption. These values are based on the most congested time recorded for each segment during the aerial data collection.

Figure 4.2 2014 Freeway Mixed-Flow Lane Mile Operation



In total, 232 (27%) and 203 (24%) lane-miles operated at LOS F in the AM and PM time periods, respectively, in 2014. This represents an increase of 29 lane-miles in the AM period and a decrease of 15 lane-miles in the PM period from 2013. For the AM time period, LOS C increased by 5% while both LOS D and E decreased by 4% in lane-miles. The number of lane-miles operating at each LOS for the observed PM period remained within 3% of 2013 levels for all levels of service.

Figures 4.3 and 4.4 detail the percent of mixed flow lane-miles operating at each LOS over the last five (5) years for the AM and PM peak periods, respectively. Comparing 2014 AM results to the previous years, the number of lane-miles operating at LOS D, E, or F has remained in the range of 55% to 60% of all mixed flow lane-miles. The 2014 AM monitoring shows the number of mixed flow lane-miles at LOS D decreased by 41 lane-miles, LOS E decreased by 32 lane-miles, and LOS F increased by 30 lane-miles from 2013 monitoring.

During the PM peak over the last five (5) years, the number of lane-miles operating at LOS D, E, or F has remained at in the range of 60% to 65% of all mixed flow lane-miles. The 2014 PM monitoring shows the number of mixed flow lane-miles at LOS D decreased by 19 lane-miles, LOS E increased by 1 lane-mile, and LOS F decreased by 15 lane-miles from 2013 monitoring.

Figure 4.3 Mixed Flow Lane Miles at Each LOS, 2010-2014 (AM Peak)

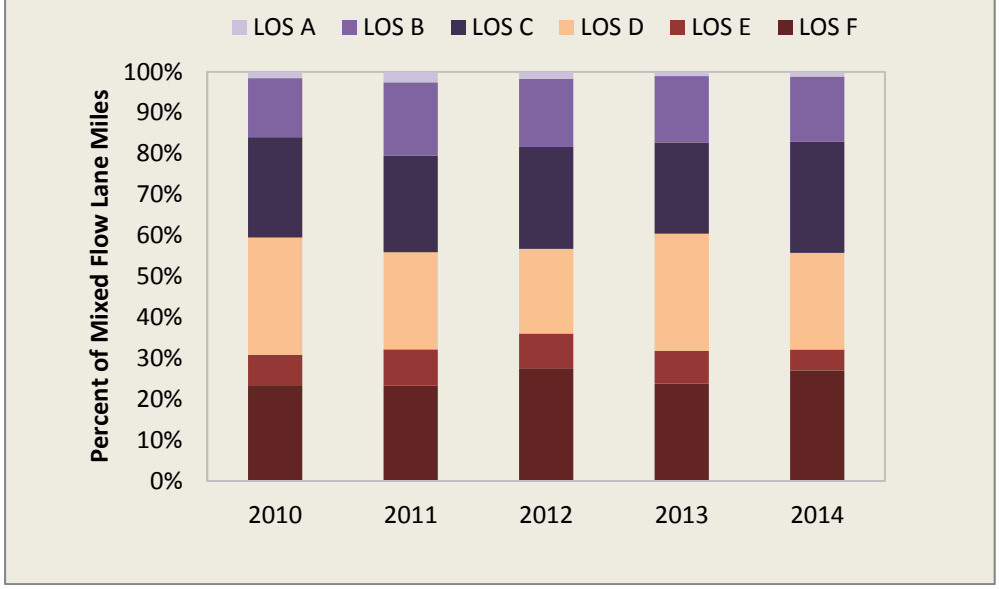


Figure 4.4 Mixed Flow Lane Miles at Each LOS, 2010-2014 (PM Peak)

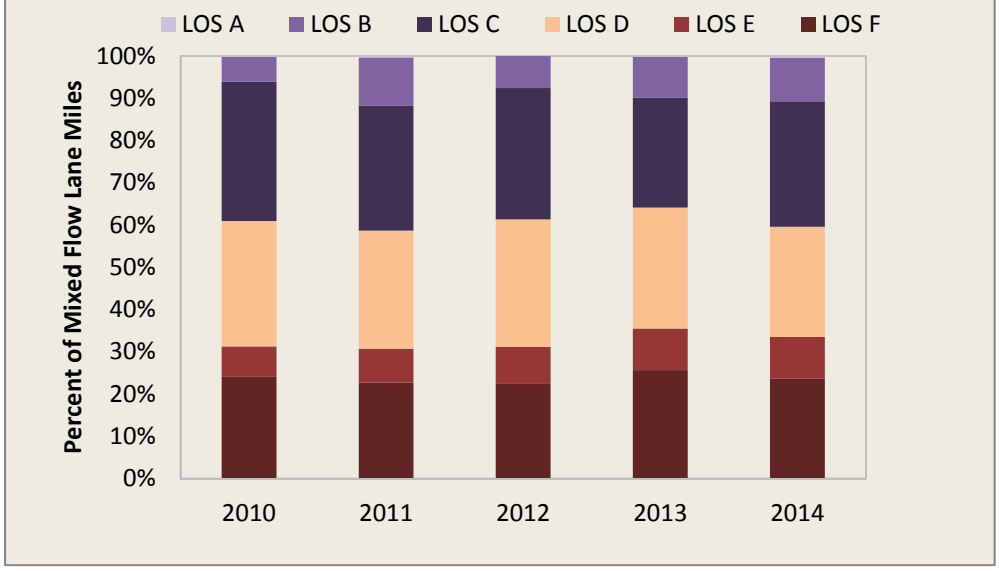


Figure 4.5 Mixed Flow Level of Service in the AM Peak Period

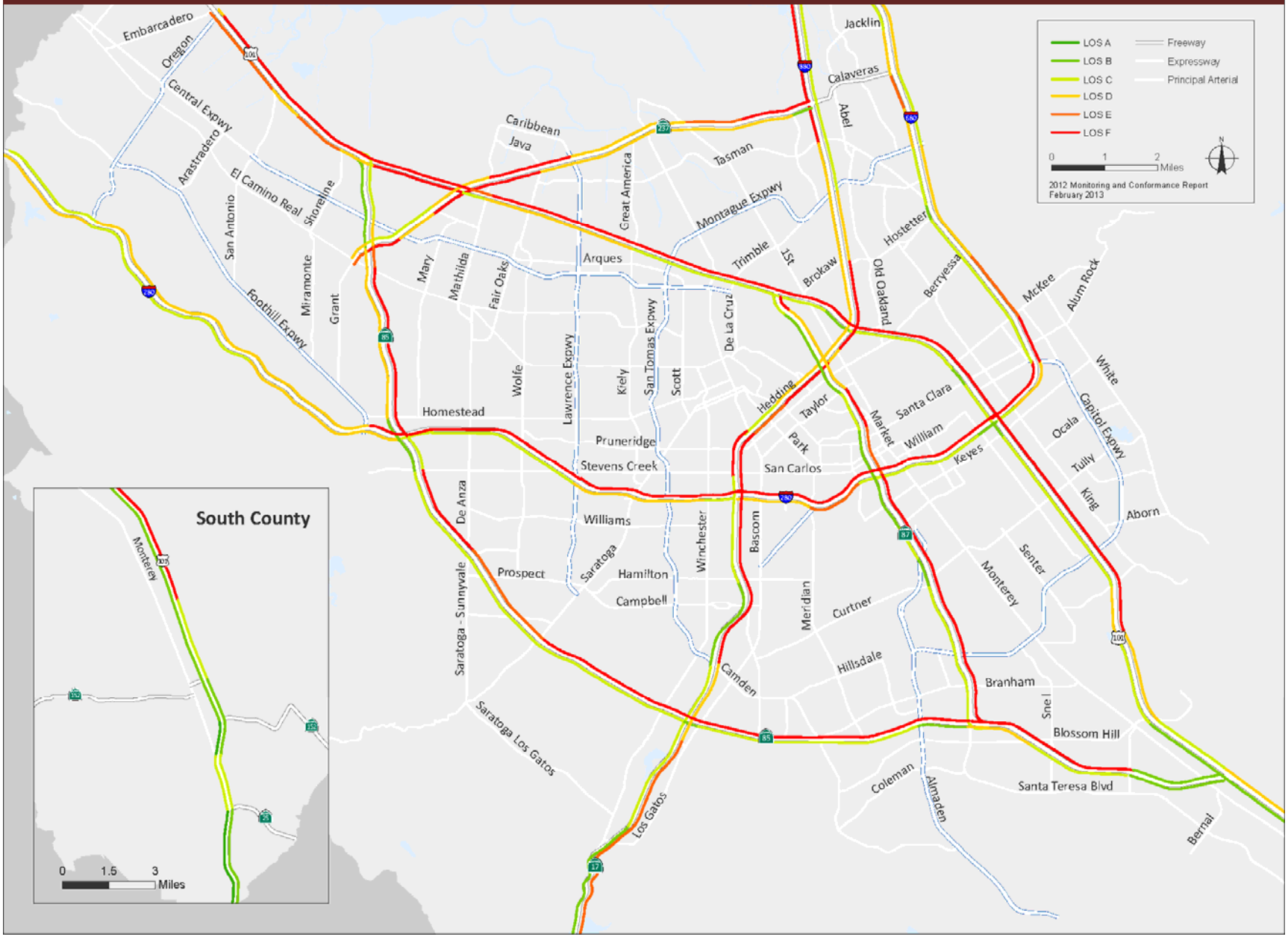
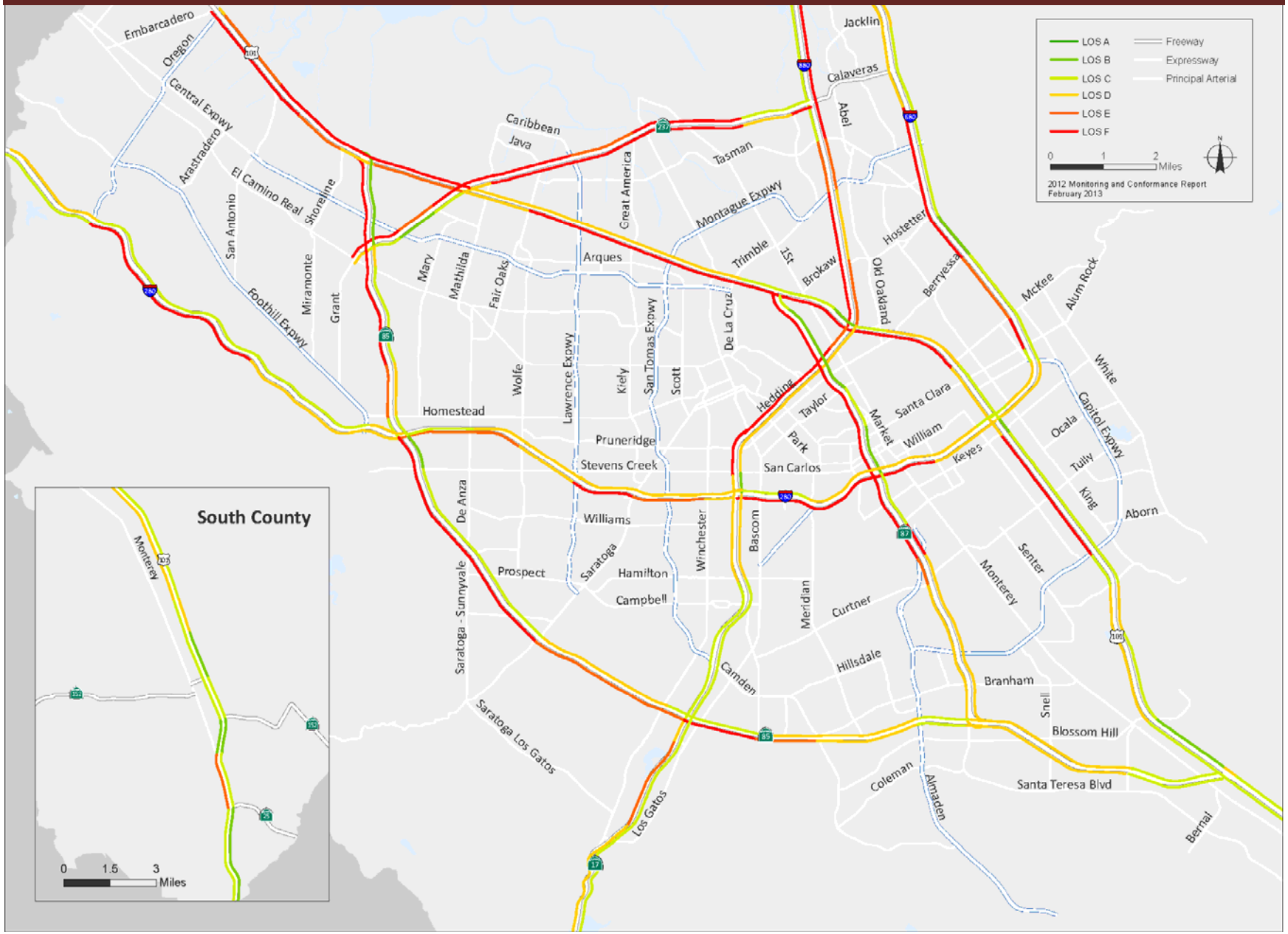


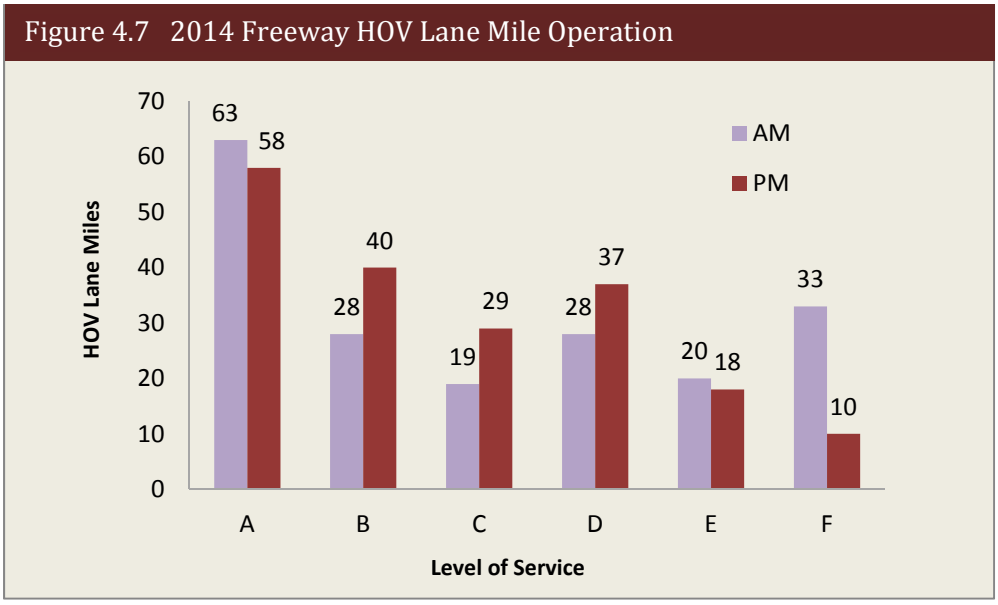
Figure 4.6 Mixed Flow Level of Service in the PM Peak Period



HOV LEVEL OF SERVICE ANALYSIS

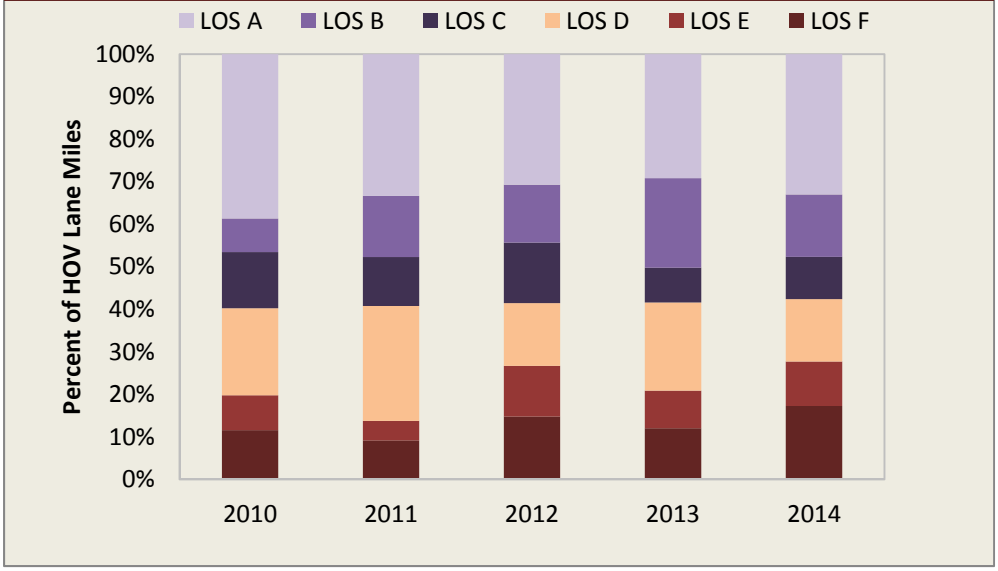
There are 185 directional miles of HOV lanes throughout the freeway network in Santa Clara County. Figure 4.7 shows the results of the HOV lane LOS analysis for 2014. About 72% of the HOV lanes operate at LOS D or better in the AM peak while 86% operate at LOS D or better in the PM peak hour. Fewer segments operating at LOS E and LOS F in the PM peak suggests that HOV lane use is more concentrated in the AM peak resulting in slower speeds and a worse LOS.

Figure 4.7 2014 Freeway HOV Lane Mile Operation



HOV operates at a much higher level of service compared to mixed-flow lanes. However, the HOV system does include segments that operate at LOS F. These 46 deficient segments (10 more than in 2013) account for 33 directional miles (10 more than in 2013) during the AM peak and 9 directional miles (1 more than in 2013) during the PM peak. This is approximately 19% of the HOV system in the AM peak and 5% of the HOV system in the PM peak.

Figure 4.8 HOV Lane Miles at Each LOS, 2010-2014 (AM Peak)



In addition to the results for 2013, Figure 4.8 and 4.9 detail the percent of HOV lane miles operating at each LOS over the last five years for the AM and PM peak period, respectively. Comparing 2013 AM results to the previous years, the number of segments operating at LOS D, LOS E, or LOS F has remained at roughly 40% of all HOV lane miles. The 2013 AM monitoring has the fewest number of miles at LOS D, but it has the most HOV lane miles operating at LOS E and LOS F compared to previous years.

Figure 4.9 HOV Lane Miles at Each LOS, 2010-2014 (PM Peak)

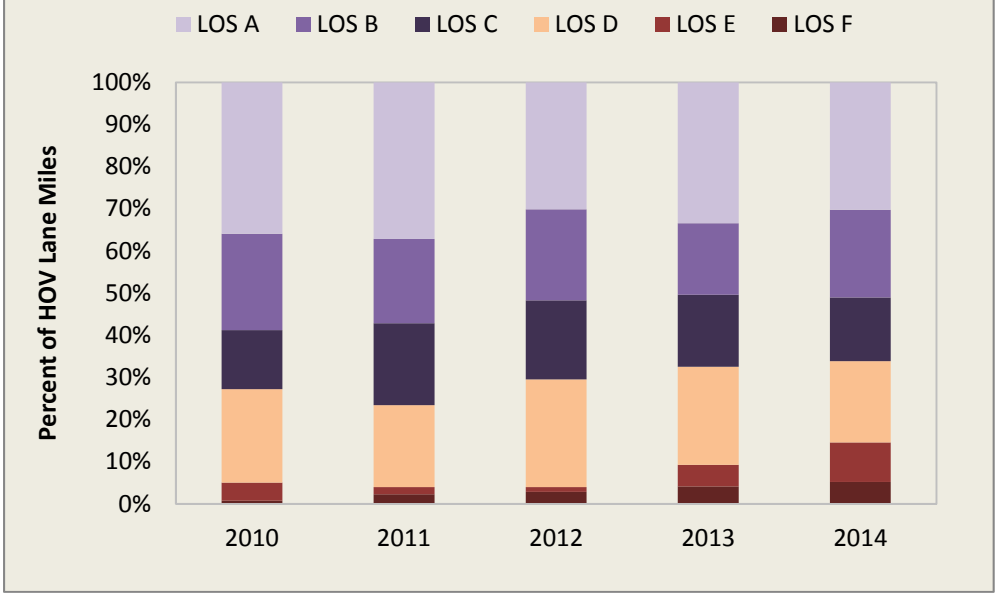


Table 4.5 and Table 4.6 present the complete list of all HOV segments operating at LOS F in the AM and PM peak, respectively. All segments in which the HOV lane operated at LOS F also had mixed-flow operations at LOS F for 2014. HOV lanes experience two types of weaving movements: one in

which vehicles wishing to use the HOV lane merge from the adjacent mixed-flow lanes; and one in which HOVs wishing to exit the freeway merge into adjacent mixed-flow lanes. When adjacent mixed-flow lanes are congested, these merge movements can slow down vehicles in the HOV lane. The LOS F results in the HOV lanes are therefore probably caused not by demand exceeding capacity, but by weaving movements.

Figure 4.10 HOV Level of Service in the AM Peak Period

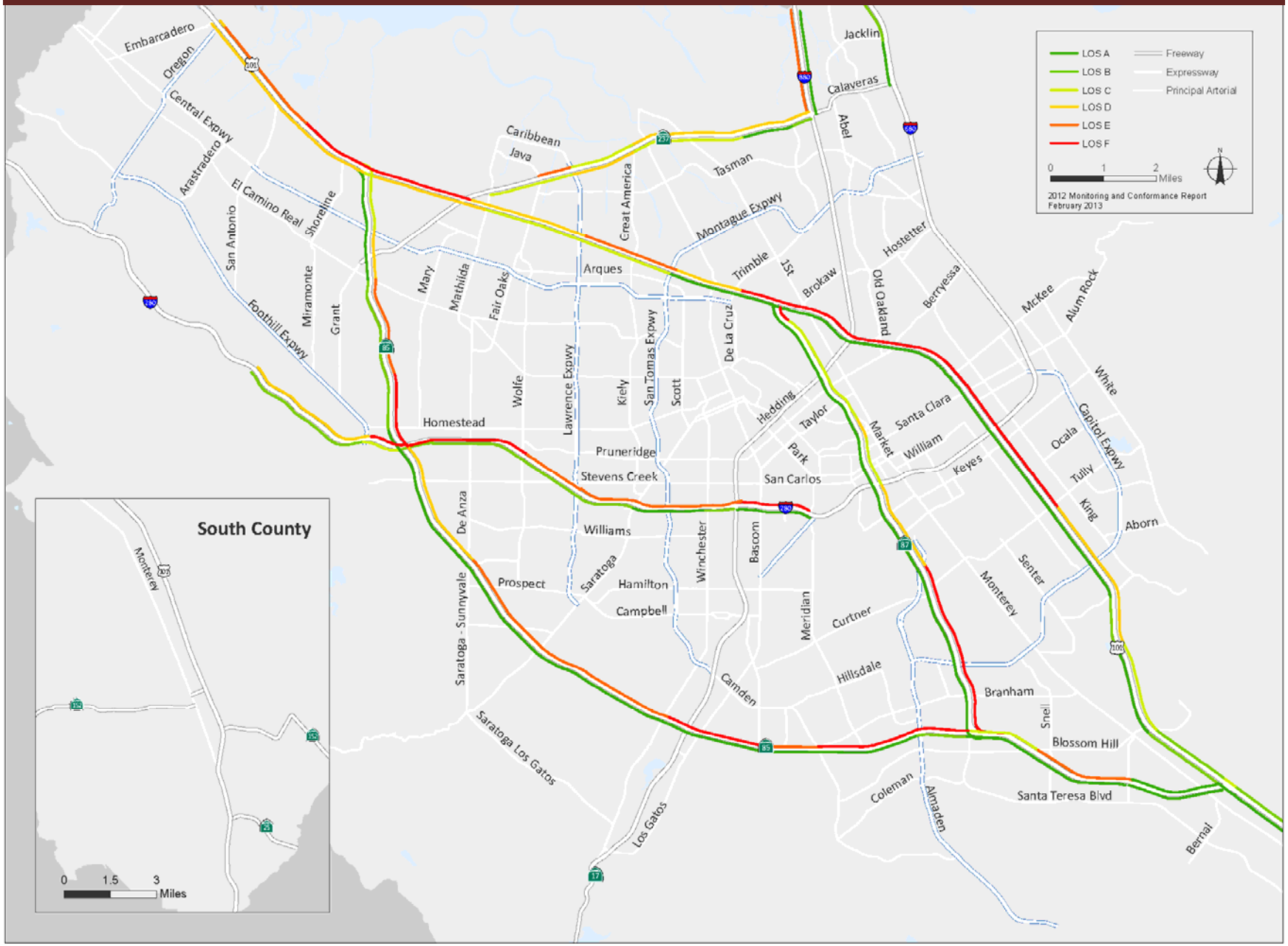


Figure 4.11 HOV Level of Service in the PM Peak Period

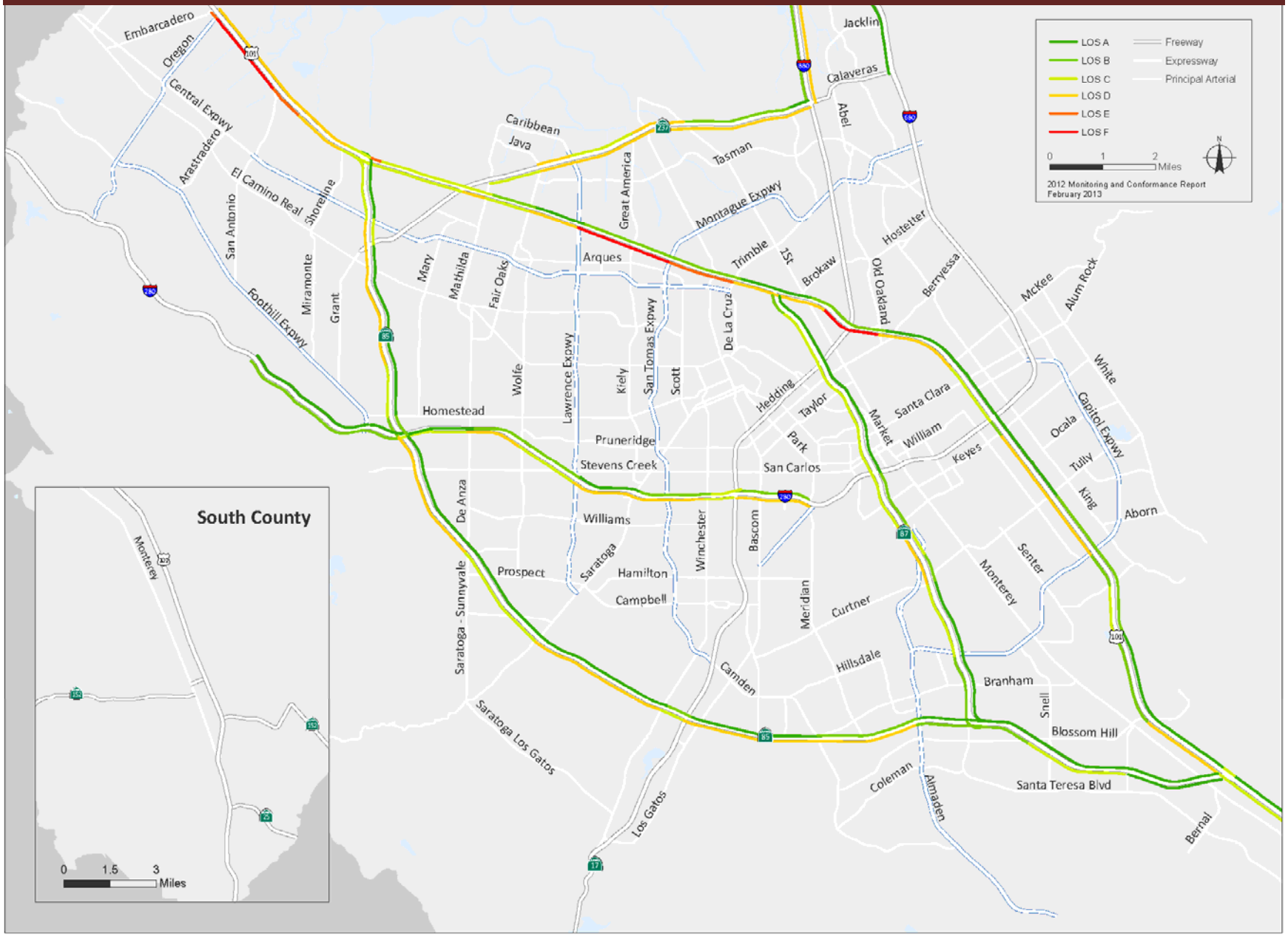


TABLE 4.5 HOV SEGMENTS AT LOS F – AM PEAK PERIOD

ID	Freeway	Dir	From	To	Length
13	I-880	SB	Dixon Landing Rd.	SR 237	2.0
70	SR 87	NB	SR 85	Capitol Expwy.	1.1
71	SR 87	NB	Capitol Expwy.	Curtner Ave.	1.5
72	SR 87	NB	Curtner Ave.	Almaden Rd.	0.7
75	SR 87	NB	I-280	Julian St.	1.0
76	SR 87	NB	Julian St.	Coleman Ave.	0.4
414	SR 87	NB	Coleman Ave.	Taylor St.	0.4
89	SR 237	WB	I-880	McCarthy Blvd.	0.4
122	I-280	WB	Saratoga Ave.	Lawrence Expwy.	1.2
124	I-280	WB	I-880	Winchester Blvd.	0.6
125	I-280	WB	Meridian Ave.	I-880	1.4
169	SR 85	NB	W. Fremont Ave.	El Camino Real	1.9
170	SR 85	NB	W. Homestead Rd.	W. Fremont Ave.	1.0
171	SR 85	NB	I-280	W. Homestead Rd	0.3
172	SR 85	NB	Stevens Creek Blvd.	I-280	0.8
173	SR 85	NB	Saratoga-Sunnyvale Rd.	Stevens Creek Blvd.	1.8
176	SR 85	NB	SR 17	Winchester Blvd.	0.5
177	SR 85	NB	S. Bascom Ave.	SR 17	0.3
178	SR 85	NB	Union Ave.	S. Bascom Ave.	1.1
180	SR 85	NB	Almaden Expwy.	Camden Ave.	2.0
181	SR 85	NB	SR 87	Almaden Expwy.	0.9
182	SR 85	NB	Blossom Hill Rd.	SR 87	1.3
283	US 101	NB	Silver Creek Valley Rd.	Hellyer Ave.	1.8
287	US 101	NB	Tully Rd.	Story Rd.	1.5
288	US 101	NB	Story Rd.	I-280	0.4
289	US 101	NB	I-280	Santa Clara St	0.9
290	US 101	NB	Santa Clara St	McKee Rd	0.4
291	US 101	NB	McKee Rd	Oakland Rd	1.6
292	US 101	NB	Oakland Rd	I-880	0.6
293	US 101	NB	I-880	Old Bayshore Hwy	0.5
294	US 101	NB	Old Bayshore Hwy	N. First St	0.5
295	US 101	NB	N. First St	Guadalupe Pkwy	0.6
296	US 101	NB	Guadalupe Pkwy	De La Cruz Blvd	0.8
299	US 101	NB	Bowers Ave./Great America	Lawrence Expwy.	1.1
Total Congested Miles on I-280					2.0
Total Congested Miles on SR-87					5.1
Total Congested Miles on SR 237					0.4
Total Congested Miles on I-280					3.1
Total Congested Miles on SR-85					11.9
Total Congested Miles on US-101					10.6

TABLE 4.6 HOV SEGMENTS AT LOS F – PM PEAK PERIOD

ID	Freeway	Dir	From	To	Length
274	US 101	SB	Oregon Expwy	San Antonio Ave	1.85
265	US 101	SB	Lawrence Expwy	Bower Ave / Great American Pkwy	1.12
264	US 101	SB	Bower Ave / Great American Pkwy	Montaque Expwy / Santa Tomas Expwy	0.75
259	US 101	SB	Old Bayshore Hwy	I-880	0.5
258	US 101	SB	I-880	Oakland Rd	0.57
				Total Congested Miles on US-101	4.79

Table 4.7 2014 Freeway LOS – AM Peak Period

ID	Facility	Dir	From/To	From/To	Miles	Number of Lanes			Peak Photo Time	Max Density		LOS (Density)		Speed		Flow	
						Total	Mixed	HOV		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
31	SR 17	NB	Summit Rd	Bear Creek	4.06	2	2	0	08:20 - 08:40	119	0	F		9		2150	
30	SR 17	NB	Bear Creek	Saratoga	2.90	2	2	0	08:20 - 08:40	63	0	F		31		3910	
29	SR 17	NB	Saratoga	Lark Ave	1.81	2	2	0	08:00 - 08:20	54	0	E		38		4110	
28	SR 17	NB	Lark Ave	SR 85	0.46	2	2	0	08:40 - 09:00	46	0	D		47		4330	
27	SR 17	NB	SR 85	San Tomas / Camden	1.17	3	3	0	08:40 - 09:00	74	0	F		24		5330	
26	SR 17	NB	San Tomas / Camden	Hamilton	1.82	3	3	0	08:20 - 08:40	80	0	F		21		5040	
25	SR 17	NB	Hamilton	I-280	1.61	3	3	0	08:40 - 09:00	81	0	F		21		5110	
184	SR 85	NB	US 101	Cottle Rd	1.79	3	2	1	08:00 - 08:20	20	16	C	B	66	67	2640	1080
183	SR 85	NB	Cottle Rd	Blossom Hill Rd	1.96	3	2	1	08:00 - 08:20	76	52	F	E	23	40	3500	2080
182	SR 85	NB	Blossom Hill Rd	SR 87	1.27	3	2	1	08:00 - 08:20	93	70	F	F	16	26	2980	1820
181	SR 85	NB	SR 87	Almaden Expwy	0.94	3	2	1	08:40 - 09:00	111	106	F	F	11	12	2450	1280
180	SR 85	NB	Almaden Expwy	Camden Ave	1.97	3	2	1	07:20 - 07:40	104	82	F	F	13	20	2710	1640
179	SR 85	NB	Camden Ave	Union Ave	1.17	3	2	1	07:20 - 07:40	92	58	F	E	16	35	2950	2030
178	SR 85	NB	Union Ave	S. Bascom Ave	1.13	3	2	1	07:20 - 07:40	80	67	F	F	21	28	3360	1880
177	SR 85	NB	S. Bascom Ave	SR 17	0.27	3	2	1	08:00 - 08:20	96	111	F	F	15	11	2880	1230
176	SR 85	NB	SR 17	Winchester Blvd	0.50	3	2	1	07:20 - 07:40	82	96	F	F	20	15	3280	1440
175	SR 85	NB	Winchester Blvd	Saratoga Ave	2.68	3	2	1	07:20 - 07:40	59	49	F	E	34	43	4020	2110
174	SR 85	NB	Saratoga Ave	Saratoga-Sunnyvale Rd	2.19	3	2	1	07:40 - 08:00	52	36	E	D	40	61	4160	2200
173	SR 85	NB	Saratoga-Sunnyvale Rd	Stevens Creek Blvd	1.83	3	2	1	08:40 - 09:00	65	64	F	F	29	30	3770	1920
172	SR 85	NB	Stevens Creek Blvd	I-280	0.75	3	2	1	08:40 - 09:00	124	108	F	F	8	12	1990	1330
171	SR 85	NB	I-280	W. Homestead Rd	0.34	3	2	1	08:00 - 08:20	148	118	F	F	6	10	2140	1180
170	SR 85	NB	W. Homestead Rd	W. Fremont Ave	1.00	3	2	1	08:40 - 09:00	99	88	F	F	14	18	2780	1590
169	SR 85	NB	W. Fremont Ave	EL Camino Real	1.89	3	2	1	08:00 - 08:20	69	61	F	F	27	32	3730	1960
168	SR 85	NB	EL Camino Real	SR 237	0.41	3	2	1	08:00 - 08:20	42	36	D	D	52	61	4370	2200
167	SR 85	NB	SR 237	Central Expwy	0.47	3	2	1	08:20 - 08:40	30	28	D	D	65	66	3900	1850
166	SR 85	NB	Central Expwy	US 101	1.24	3	2	1	08:40 - 09:00	46	21	D	C	47	66	4330	1390
70	SR 87	NB	SR 85	Capitol Expwy	1.09	3	2	1	08:40 - 09:00	106	93	F	F	12	16	2550	1490

Table 4.7 2014 Freeway LOS – AM Peak Period

ID	Facility	Dir	From/To	From/To	Miles	Number of Lanes			Peak Photo Time	Max Density		LOS (Density)		Speed		Flow	
						Total	Mixed	HOV		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
71	SR 87	NB	Capitol Expwy	Curtner	1.49	3	2	1	08:40 - 09:00	108	84	F	F	12	19	2600	1600
72	SR 87	NB	Curtner	Almaden Rd	0.73	3	2	1	08:40 - 09:00	102	78	F	F	13	22	2660	1720
73	SR 87	NB	ALMADEN RD	Alma Ave	0.69	3	2	1	07:20 - 07:40	65	49	F	E	29	43	3770	2110
74	SR 87	NB	Alma Ave	I-280	0.90	3	2	1	08:00 - 08:20	60	36	F	D	33	61	3960	2200
75	SR 87	NB	I-280	Julian St	0.96	3	2	1	08:40 - 09:00	93	64	F	F	16	30	2980	1920
76	SR 87	NB	Julian St	Coleman AVE	0.38	3	2	1	07:20 - 07:40	100	61	F	F	14	32	2800	1960
414	SR 87	NB	Coleman St	Taylor St	0.41	3	2	1	08:40 - 09:00	79	62	F	F	22	32	3480	1990
416	SR 87	NB	Taylor St	Skyport Dr	1.87	3	2	1	08:40 - 09:00	69	32	F	D	27	64	3730	2050
418	SR 87	NB	Skyport Dr	US 101	0.67	3	2	1	07:00 - 07:20	142	51	F	F	6	41	1710	2100
309.11	US 101	NB	SR 156	SR 129	1.78	2	2	0	07:40 - 08:00	13	0	B		67		1730	
309.1	US 101	NB	SR 129	Betabel Rd	1.61	2	2	0	09:20 - 09:40	14	0	B		67		1870	
309.09	US 101	NB	Betabel Rd	Bloomfield Ave	4.15	2	2	0	08:40 - 09:00	15	0	B		67		2000	
309.08	US 101	NB	Bloomfield Ave	Monterey Rd	1.85	2	2	0	07:40 - 08:00	30	0	D		65		3900	
309.07	US 101	NB	Monterey Rd	Pacheco Pass Hwy	1.11	3	3	0	09:00 - 09:20	15	0	B		67		3000	
309.06	US 101	NB	Pacheco Pass Hwy	LEAVESLEY RD	1.46	3	3	0	06:20 - 06:40	25	0	C		66		4950	
309.05	US 101	NB	LEAVESLEY RD	Buena Vista Ave	1.60	3	3	0	07:20 - 07:40	23	0	C		66		4560	
309.04	US 101	NB	Buena Vista Ave	Masten Ave	1.16	3	3	0	06:20 - 06:40	22	0	C		66		4360	
309.03	US 101	NB	Masten Ave	San Martin Ave	2.17	3	3	0	07:00 - 07:20	31	0	D		65		6050	
309.02	US 101	NB	San Martin Ave	Tennant Ave	3.55	3	3	0	06:20 - 06:40	64	0	F		30		5760	
309.01	US 101	NB	Tennant Ave	East Dunne Ave	0.96	3	3	0	07:20 - 07:40	70	0	F		26		5460	
276	US 101	NB	East Dunne Ave	Cochrane Rd	1.82	3	3	0	07:20 - 07:40	46	0	D		47		6490	
277	US 101	NB	Cochrane Rd	Burnett Ave (Lane Drop)	0.87	4	3	1	07:00 - 07:20	28	20	D	C	66	66	5510	1320
278	US 101	NB	Burnett Ave (Lane Drop)	Sheller Ave	2.57	4	3	1	07:40 - 08:00	24	30	C	D	66	65	4760	1960
279	US 101	NB	Sheller Ave	Lane Drop (SB)	4.32	4	3	1	06:20 - 06:40	26	30	C	D	66	65	5150	1590
280	US 101	NB	Lane Drop (SB)	SR 85	1.00	4	3	1	07:00 - 07:20	29	23	D	C	65	66	5660	1520

Table 4.7 2014 Freeway LOS – AM Peak Period

ID	Facility	Dir	From/To	From/To	Miles	Number of Lanes			Peak Photo Time	Max Density		LOS (Density)		Speed		Flow	
						Total	Mixed	HOV		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
281	US 101	NB	SR 85	Bernal Rd	0.20	4	3	1	07:00 - 07:20	34	30	D	D	63	65	6430	1950
282	US 101	NB	Bernal Rd	Silver Creek Valley Rd	1.48	4	3	1	07:00 - 07:20	26	24	C	C	66	66	5150	1590
283	US 101	NB	Silver Creek Valley Rd	Hellyer Ave	1.84	4	3	1	07:20 - 07:40	76	69	F	F	23	27	5250	1870
284	US 101	NB	Hellyer Ave	Yerba Buena Rd	0.90	4	3	1	09:20 - 09:40	98	56	F	E	15	36	4410	2020
285	US 101	NB	Yerba Buena Rd	Capitol Expwy	0.80	4	3	1	07:20 - 07:40	92	56	F	E	16	36	4420	2020
286	US 101	NB	Capitol Expwy	Tully Rd	1.33	4	3	1	07:40 - 08:00	77	57	F	E	23	36	5320	2060
287	US 101	NB	Tully Rd	Story Rd	1.46	4	3	1	07:00 - 07:20	72	95	F	F	25	15	5400	1430
288	US 101	NB	Story Rd	I-280	0.38	4	3	1	09:20 - 09:40	79	86	F	F	22	19	5220	1640
289	US 101	NB	I-280	Santa Clara St	0.88	4	3	1	07:00 - 07:20	103	102	F	F	13	13	4020	1330
290	US 101	NB	Santa Clara St	McKee Rd	0.39	4	3	1	09:00 - 09:20	112	92	F	F	11	16	3700	1480
291	US 101	NB	McKee Rd	Oakland Rd	1.58	4	3	1	08:40 - 09:00	89	83	F	F	18	20	4810	1660
292	US 101	NB	Oakland Rd	I-880	0.57	4	3	1	09:20 - 09:40	96	75	F	F	15	24	4320	1800
293	US 101	NB	I-880	Old Bayshore Hwy	0.50	4	3	1	09:20 - 09:40	100	84	F	F	14	19	4200	1600
294	US 101	NB	Old Bayshore Hwy	N. First St	0.49	4	3	1	07:40 – 08:20	109	104	F	F	12	13	3930	1360
295	US 101	NB	N. First St	Guadalupe Pkwy	0.64	4	3	1	08:40 - 09:00	85	84	F	F	19	19	4850	1600
296	US 101	NB	Guadalupe Pkwy	De La Cruz Blvd	0.77	4	3	1	09:20 - 09:40	107	100	F	F	12	14	3860	1400
297	US 101	NB	De La Cruz Blvd	Montaque Expwy / Santa Tomas Expwy	1.28	4	3	1	08:00 - 08:20	70	53	F	E	26	39	5460	2070
298	US 101	NB	Montaque Expwy / Santa Tomas Expwy	Bower Ave / Great America Pkwy	0.75	4	3	1	07:00 - 07:20	81	51	F	E	21	41	5110	2100
299	US 101	NB	Bower Ave / Great American Pkwy	Lawrence Expwy	1.12	4	3	1	07:40 - 08:00	83	60	F	F	20	33	4980	1980
300	US 101	NB	Lawrence Expwy	N. Fair Oaks Ave	0.98	4	3	1	07:00 - 07:20	90	55	F	E	17	37	4590	2040
301	US 101	NB	N. Fair Oaks Ave	N. Mathilda Ave	0.85	4	3	1	07:00 - 07:20	59	37	F	D	34	59	6020	2190
302	US 101	NB	N. Mathilda Ave	SR 237	0.35	4	3	1	08:00 - 08:20	40	42	D	D	55	52	6600	2190
303	US 101	NB	SR 237	Moffett Blvd	1.68	4	3	1	07:40 - 08:00	49	35	E	D	43	62	6330	2170
304	US 101	NB	MOFFETT BLVD	SR 85	0.33	4	3	1	07:40 - 08:00	66	33	F	D	29	64	5750	2120
305	US 101	NB	SR 85	N. Shoreline Blvd	0.38	5	4	1	07:40 - 08:00	79	34	F	D	22	63	6960	2150
306	US 101	NB	N. Shoreline Blvd	RENGSTORFF AVE	1.01	4	3	1	07:40 - 08:00	76	25	F	C	23	66	5250	3300
307	US 101	NB	RENGSTORFF AVE	San Antonio Ave	0.71	4	3	1	07:40 - 08:00	42	20	D	C	52	66	6560	2640

Table 4.7 2014 Freeway LOS – AM Peak Period

ID	Facility	Dir	From/To	From/To	Miles	Number of Lanes			Peak Photo Time	Max Density		LOS (Density)		Speed		Flow	
						Total	Mixed	HOV		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
308	US 101	NB	San Antonio Ave	Oregon Expwy	1.85	4	3	1	09:00 - 09:20	42	29	D	D	52	65	6560	3020
309	US 101	NB	Oregon Expwy	Embarcadero Rd	0.15	4	3	1	07:40 - 08:00	46	38	D	D	47	58	6490	2210
88	SR 237	EB	El Camino Real	SR 85	0.40	2	2	0	09:00 - 09:20	50	0	E		42		4200	
87	SR 237	EB	SR 85	Central Pkwy	0.63	2	2	0	08:40 - 09:00	51	0	E		41		4190	
86	SR 237	EB	Central Pkwy	Maude Ave	0.80	2	2	0	08:20 - 08:40	45	0	D		48		4320	
85	SR 237	EB	Maude Ave	US 101	0.71	2	2	0	08:40 - 09:00	29	0	D		65		3770	
84	SR 237	EB	US 101	Mathilda Ave	0.53	2	2	0	08:40 - 09:00	38	0	D		58		4410	
83	SR 237	EB	Mathilda Ave	N. Fair Oaks Ave	0.96	3	2	1	08:40 - 09:00	43	15	D	B	51	67	4390	1010
82	SR 237	EB	N. Fair Oaks Ave	Lawrence Expwy	0.63	3	2	1	08:40 - 09:20	32	12	D	B	64	67	4100	810
81	SR 237	EB	Lawrence Expwy	Great America Pkwy	1.27	3	2	1	08:00 - 08:20	35	16	D	B	62	67	4340	1080
80	SR 237	EB	GREAT AMERICA PKWY	N. First St	1.00	3	2	1	08:20 - 08:40	46	14	D	B	47	67	4330	940
79	SR 237	EB	N. First St	Zanker Rd	1.61	3	2	1	08:20 - 08:40	46	19	D	C	47	66	4330	1260
78	SR 237	EB	Zanker Rd	McCarthy Blvd	0.94	3	2	1	08:20 - 08:40	35	14	D	B	62	67	4340	940
77	SR 237	EB	McCarthy Blvd	I-880	0.40	3	2	1	07:40 - 08:00	19	11	C	A	66	67	2590	740
130.1	I-280	EB	Alpine Rd	Page Mill Rd	2.25	4	4	0	09:20 – 09:40	25	0	C		66		6600	
131	I-280	EB	Page Mill Rd	La Barranca Rd	1.73	4	4	0	08:00 - 08:20	21	0	C		66		5550	
132	I-280	EB	La Barranca Rd	El Monte Rd	1.60	4	4	0	08:40 - 09:00	20	0	C		66		5280	
133	I-280	EB	El Monte Rd	Magdalena Ave	0.95	4	4	0	09:20 - 09:40	20	0	C		66		5280	
134	I-280	EB	Magdalena Ave	Foothill Expwy	2.65	4	3	1	08:40 - 09:00	23	12	C	B	66	67	4560	810
135	I-280	EB	Foothill Expwy	SR 85	0.70	4	3	1	08:40 - 09:00	33	14	D	B	64	67	6340	940
136	I-280	EB	SR 85	De Anza Blvd	1.31	4	3	1	08:40 - 09:00	24	9	C	A	66	67	4760	610
137	I-280	EB	De Anza Blvd	Wolfe Rd	1.06	4	3	1	08:20 - 08:40	36	10	D	A	61	67	6590	670
138	I-280	EB	Wolfe Rd	Lawrence Expwy	1.24	4	3	1	08:40 - 09:00	35	16	D	B	62	67	6510	1080
139	I-280	EB	Lawrence Expwy	Saratoga Ave	1.19	4	3	1	08:00 - 08:20	37	10	D	A	59	67	6550	670
140	I-280	EB	Saratoga Ave	Winchester Blvd	1.37	4	3	1	08:40 - 09:00	32	10	D	B	64	67	6150	740
141	I-280	EB	Winchester Blvd	I-880	0.55	4	3	1	08:20 - 08:40	33	14	C	B	64	67	6340	940
142	I-280	EB	I-880	Meridian Ave	1.40	4	3	1	08:20 - 08:40	26	18	C	B	66	67	5150	670

Table 4.7 2014 Freeway LOS – AM Peak Period

ID	Facility	Dir	From/To	From/To	Miles	Number of Lanes			Peak Photo Time	Max Density		LOS (Density)		Speed		Flow	
						Total	Mixed	HOV		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
143	I-280	EB	Meridian Ave	Bird Ave	1.07	4	4	0	08:00 - 08:20	36	0	D		61		8790	
144	I-280	EB	Bird Ave	SR 87	0.35	4	4	0	07:40 - 08:00	20	0	C		66		5280	
145	I-280	EB	SR 87	10th St	1.20	4	4	0	08:20 - 08:40	17	0	B		67		4530	
146	I-280	EB	10th St	McLaughlin Ave	0.92	4	4	0	09:40 - 09:20	19	0	C		66		5020	
147	I-280	EB	McLaughlin Ave	US 101	0.37	4	4	0	07:40 - 08:00	22	0	C		66		5810	
51	I-680	NB	US 101	King Rd	0.40	4	4	0	08:20 - 08:40	60	0	F		33		7920	
52	I-680	NB	King Rd	Capitol Expwy	1.00	4	4	0	08:20 - 08:40	82	0	F		20		6560	
53	I-680	NB	Capitol Expwy	Alum Rock Ave	0.31	4	4	0	07:20 - 07:40	87	0	F		18		6270	
54	I-680	NB	Alum Rock Ave	McKee Rd	0.64	4	4	0	07:40 - 08:00	68	0	F		27		7350	
55	I-680	NB	McKee Rd	Berryessa Rd	1.47	4	4	0	07:20 - 07:40	42	0	D		52		8740	
56	I-680	NB	Berryessa Rd	Hostetter Rd	0.94	4	4	0	08:20 - 08:40	33	0	D		64		8450	
57	I-680	NB	Hostetter Rd	Capitol Ave	0.31	4	4	0	08:20 - 08:40	38	0	D		58		8820	
58	I-680	NB	Capitol Ave	Montague Expwy	1.00	4	4	0	07:40 - 08:00	32	0	D		64		8200	
59	I-680	NB	Montague Expwy	Yosemite Dr	0.77	4	4	0	08:40 - 09:00	29	0	D		65		7540	
60	I-680	NB	Yosemite Dr	Calaveras Blvd / SR 237	0.69	4	4	0	09:00 - 09:20	24	0	C		66		6340	
61	I-680	NB	Calaveras Blvd / SR 237	Jacklin Rd	0.85	3	3	0	07:40 - 08:00	24	0	C		66		4760	
62	I-680	NB	Jacklin Rd	Scott Creek Rd	1.57	3	3	0	08:40 - 09:00	35	0	D		62		6510	
12	I-880	NB	I-280	Stevens Cr	0.41	3	3	0	08:40 - 09:00	97	0	F		15		4370	
11	I-880	NB	Stevens Cr	N. Bascom Ave	0.84	3	3	0	08:40 - 09:00	82	0	F		20		4920	
10	I-880	NB	N. Bascom Ave	The Alameda	0.82	3	3	0	07:40 - 08:00	69	0	E		27		5590	
9	I-880	NB	The Alameda	Coleman Ave	0.59	3	3	0	07:40 - 08:00	63	0	F		31		5860	
8	I-880	NB	Coleman Ave	SR 87	0.51	3	3	0	08:40 - 09:00	78	0	F		22		5150	
7	I-880	NB	SR 87	N. 1st St	0.40	3	3	0	08:40 - 09:00	45	0	D		48		6480	
6	I-880	NB	N. 1st St	US 101	0.49	3	3	0	09:00 - 09:20	57	0	E		36		6160	
5	I-880	NB	US 101	E. Brokaw Rd	1.29	3	3	0	09:00 - 09:20	46	15	D	B	47	67	6490	1010
4	I-880	NB	E. Brokaw Rd	Montague Expwy	1.35	3	3	0	06:20 - 06:40	29	10	D	A	65	67	5660	670
3	I-880	NB	Montague Expwy	Great Mall Pkwy	0.98	3	3	0	07:40 - 08:00	23	17	C	B	66	67	4560	1140

Table 4.7 2014 Freeway LOS – AM Peak Period

ID	Facility	Dir	From/To	From/To	Miles	Number of Lanes			Peak Photo Time	Max Density		LOS (Density)		Speed		Flow	
						Total	Mixed	HOV		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
2	I-880	NB	Great Mall Pkwy	SR 237	0.72	3	3	0	07:00 - 07:20	22	20	C	C	66	66	4360	1320
1	I-880	NB	SR 237	Dixon Landing	1.99	4	3	1	07:40 - 08:00	20	9	C	A	66	67	4490	610
32	SR 17	SB	I-280	Hamilton	1.61	3	3	0	08:20 - 08:40	24	0	C		66		4760	
33	SR 17	SB	Hamilton	San Tomas / Camden	1.82	3	3	0	08:20 - 08:40	24	0	C		66		5390	
34	SR 17	SB	San Tomas / Camden	SR 85	1.17	3	3	0	07:40 - 08:00	20	0	C		66		3960	
35	SR 17	SB	SR 85	Lark Ave	0.46	2	2	0	08:20 - 08:40	18	0	B		67		2400	
36	SR 17	SB	Lark Ave	Saratoga	1.81	2	2	0	08:20 - 08:40	31	0	D		65		4030	
37	SR 17	SB	Saratoga	Bear Creek	2.90	2	2	0	08:20 - 08:40	24	0	C		66		3170	
38	SR 17	SB	Bear Creek	Summit Rd	4.06	2	2	0	08:20 - 08:40	29	0	D		65		3170	
185	SR 85	SB	US 101	Central Expwy	1.24	3	2	1	08:00 - 08:20	21	3	C	A	66	67	2780	210
186	SR 85	SB	Central Expwy	SR 237	0.47	3	2	1	08:00 - 08:20	20	3	C	A	66	67	2640	210
187	SR 85	SB	SR 237	EL Camino Real	0.41	4	3	1	08:40 - 09:00	24	4	C	A	66	67	3960	270
188	SR 85	SB	EL Camino Real	W. Fremont Ave	1.89	3	2	1	08:00 - 08:20	30	10	D	A	65	67	3900	670
189	SR 85	SB	W. Fremont Ave	W. Homestead Rd	1.00	3	2	1	08:00 - 08:20	26	8	C	A	66	67	3440	540
190	SR 85	SB	W. Homestead Rd	I-280	0.41	3	2	1	08:40 - 09:00	12	9	B	A	67	67	1600	610
191	SR 85	SB	I-280	Stevens Creek Blvd	0.75	3	2	1	08:40 - 09:00	21	5	C	A	66	67	3330	340
192	SR 85	SB	Stevens Creek Blvd	Saratoga-Sunnyvale Rd	1.83	3	2	1	08:40 - 09:00	18	5	B	A	67	67	2400	340
193	SR 85	SB	Saratoga-Sunnyvale Rd	Saratoga Ave	2.19	3	2	1	07:40 - 08:00	21	8	C	A	66	67	2780	540
194	SR 85	SB	Saratoga Ave	Winchester Blvd	2.68	3	2	1	07:40 - 08:00	27	7	D	A	66	67	3540	470
195	SR 85	SB	Winchester Blvd	SR 17	0.50	3	2	1	08:00 - 08:20	19	7	C	A	66	67	2510	470
196	SR 85	SB	SR 17	S. Bascom Ave	0.27	3	2	1	08:40 - 09:00	16	11	B	A	67	67	2130	740
197	SR 85	SB	S. Bascom Ave	Union Ave	1.13	3	2	1	08:00 - 08:20	24	7	C	A	66	67	3170	470
198	SR 85	SB	Union Ave	Camden Ave	1.17	3	2	1	07:40 - 08:00	20	8	C	A	66	67	2640	540
199	SR 85	SB	Camden Ave	Almaden Expwy	1.97	3	2	1	08:00 - 08:20	25	12	C	B	66	67	3300	810
200	SR 85	SB	ALMADEN EXPWY	SR 87	0.94	3	2	1	07:40 - 08:00	23	7	C	A	66	67	3040	470
201	SR 85	SB	SR 87	Blossom Hill Rd	1.27	3	2	1	08:00 - 08:20	22	4	C	A	66	67	2910	270
202	SR 85	SB	Blossom Hill Rd	Cottle Rd	1.96	3	2	1	08:00 - 08:20	24	6	C	A	66	67	3170	410

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ID	Facility	Dir	From/To	From/To	Miles	Number of Lanes			Peak Photo Time	Max Density		LOS (Density)		Speed		Flow	
						Total	Mixed	HOV		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
203	SR 85	SB	Cottle Rd	US 101	1.79	3	2	1	07:40 - 08:00	14	5	B	A	67	67	1870	340
419	SR 87	SB	US 101	Skyport Dr	0.67	3	2	1	08:40 - 09:00	26	6	C	A	66	67	3440	410
417	SR 87	SB	Skyport Dr	Taylor St	1.87	3	2	1	08:00 - 08:20	16	3	B	A	67	67	2130	210
415	SR 87	SB	Taylor St	Coleman St	0.41	3	2	1	08:00 - 08:20	18	9	B	A	67	67	2400	610
69	SR 87	SB	Coleman Ave	Julian St	0.38	3	2	1	09:20 - 09:40	27	10	D	A	66	67	3540	670
68	SR 87	SB	Julian St	I-280	0.96	3	2	1	07:00 - 07:20	14	6	B	A	67	67	1870	410
67	SR 87	SB	I-280	Alma Ave	0.90	3	2	1	08:00 - 08:20	14	3	B	A	67	67	1870	210
66	SR 87	SB	Alma Ave	ALMADEN RD	0.69	3	2	1	08:00 - 08:20	22	9	C	A	66	67	2910	610
65	SR 87	SB	ALMADEN RD	Curtner	0.73	3	2	1	08:00 - 08:20	20	6	C	A	66	67	2640	410
64	SR 87	SB	Curtner	Capitol Expwy	1.49	3	2	1	08:00 - 08:20	20	6	C	A	66	67	2640	410
63	SR 87	SB	Capitol Expwy	SR 85	1.09	3	2	1	08:40 - 09:00	29	8	D	A	65	67	3770	540
275	US 101	SB	Embarcadero Rd	Oregon Expwy	0.15	4	3	1	08:40 - 09:00	35	33	D	D	62	64	6510	2120
274	US 101	SB	Oregon Expwy	San Antonio Ave	1.85	4	3	1	07:40 - 08:00	34	19	D	C	63	66	6430	2010
273	US 101	SB	San Antonio Ave	RENGSTORFF AVE	0.71	4	3	1	09:00 - 09:20	48	18	E	B	45	67	6480	2420
272	US 101	SB	RengstoRff Ave	N. Shoreline Blvd	1.01	4	3	1	07:40 - 08:00	40	21	D	C	55	66	6600	2780
271	US 101	SB	N. Shoreline Blvd	SR 85	0.38	4	3	1	07:00 - 07:20	36	27	D	D	61	66	6590	1790
270	US 101	SB	SR 85	MOFFETT BLVD	0.33	4	3	1	07:20 - 07:40	31	28	D	D	65	66	6050	1850
269	US 101	SB	MOFFETT BLVD	SR 237	1.68	4	3	1	08:40 - 09:00	33	22	D	C	64	66	6340	1460
268	US 101	SB	SR 237	N. Mathilda Ave	0.35	4	3	1	08:40 - 09:00	23	22	C	C	66	66	4560	1460
267	US 101	SB	N. Mathilda Ave	N. Fair Oaks Ave	0.85	4	3	1	07:40 - 08:00	34	14	D	B	63	67	6430	940
266	US 101	SB	N. Fair Oaks Ave	Lawrence Expwy	0.98	4	3	1	08:40 - 09:00	38	16	D	B	58	67	6620	1080
265	US 101	SB	Lawrence Expwy	Bower Ave / Great American Pkwy	1.12	4	3	1	08:40 - 09:00	50	16	E	B	42	67	6300	1080
264	US 101	SB	Bower Ave / Great American Pkwy	Montaque Expwy / Santa Tomas Expwy	0.75	4	3	1	08:00 - 08:20	25	16	C	B	66	67	4950	1080
263	US 101	SB	Montaque Expwy / Santa Tomas Expwy	De La Cruz Blvd	1.28	4	3	1	08:40 - 09:00	27	14	D	B	66	67	5310	940
262	US 101	SB	De La Cruz Blvd	Guadalupe Pkwy	0.77	4	3	1	07:40 - 08:00	35	9	D	A	62	67	6510	610
261	US 101	SB	Guadalupe Pkwy	N. First St	0.64	4	3	1	07:00 - 07:20	13	6	B	A	67	67	2600	410

Table 4.7 2014 Freeway LOS – AM Peak Period

ID	Facility	Dir	From/To	From/To	Miles	Number of Lanes			Peak Photo Time	Max Density		LOS (Density)		Speed		Flow	
						Total	Mixed	HOV		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
260	US 101	SB	N. First St	Old Bayshore Hwy	0.49	4	3	1	07:40 - 08:00	17	6	B	A	67	67	3400	410
259	US 101	SB	Old Bayshore Hwy	I-880	0.50	4	3	1	07:20 - 07:40	12	8	B	A	67	67	2400	540
258	US 101	SB	I-880	Oakland Rd	0.57	4	3	1	06:20 - 06:40	16	5	B	A	67	67	3200	340
257	US 101	SB	Oakland Rd	McKee Rd	1.58	4	3	1	08:00 - 08:20	19	6	C	A	66	67	3770	410
256	US 101	SB	McKee Rd	Santa Clara St	0.39	4	3	1	08:00 - 08:20	14	12	B	B	67	67	2800	810
255	US 101	SB	Santa Clara St	I-280	0.88	4	3	1	08:40 - 09:00	18	4	B	A	67	67	3600	270
254	US 101	SB	I-280	Story Rd	0.38	4	3	1	07:20 - 07:40	16	7	B	A	67	67	3200	470
253	US 101	SB	Story Rd	Tully Rd	1.46	4	3	1	08:00 - 08:20	20	7	C	A	66	67	3960	470
252	US 101	SB	Tully Rd	Capitol Expwy	1.33	4	3	1	08:40 - 09:00	18	8	B	A	67	67	3600	540
251	US 101	SB	Capitol Expwy	Yerba Buena Rd	0.80	4	3	1	07:40 - 08:00	19	6	C	A	66	67	3770	410
250	US 101	SB	Yerba Buena Rd	Hellyer Ave	0.90	4	3	1	08:40 - 09:00	23	5	C	A	66	67	4560	340
249	US 101	SB	Hellyer Ave	Silver Creek Valley Rd	1.84	4	3	1	08:00 - 08:20	20	6	C	A	66	67	3960	410
248	US 101	SB	Silver Creek Valley Rd	Bernal Rd	1.48	4	3	1	07:20 - 07:40	14	3	B	B	67	67	2800	210
247	US 101	SB	Bernal Rd	SR 85	0.20	4	3	1	07:00 - 07:20	19	15	C	B	66	67	3770	1010
246	US 101	SB	SR 85	Lane Drop (SB)	1.00	5	4	1	06:20 - 06:40	17	8	B	A	67	67	4530	540
245	US 101	SB	Lane Drop (SB)	Sheller Ave	4.32	4	3	1	07:40 - 08:00	16	11	B	A	67	67	3200	740
244	US 101	SB	Sheller Ave	Burnett Ave (Lane Drop)	2.57	4	3	1	07:00 - 07:20	14	10	B	A	67	67	2800	670
243	US 101	SB	Burnett Ave (Lane Drop)	Cochrane Rd	0.87	3	3	0	07:40 - 08:00	21	0	C		66		4160	
242	US 101	SB	Cochrane Rd	East Dunne Ave	1.82	3	3	0	07:40 - 08:00	14	0	B		67		2800	
275.01	US 101	SB	East Dunne Ave	Tennant Ave	0.96	3	3	0	09:20 - 09:40	15	0	B		67		3000	
275.02	US 101	SB	Tennant Ave	San Martin Ave	3.55	3	3	0	07:40 - 08:00	17	0	B		67		3400	
275.03	US 101	SB	San Martin Ave	Masten Ave	2.17	3	3	0	07:40 - 08:00	14	0	B		67		2800	
275.04	US 101	SB	Masten Ave	Buena Vista Ave	1.16	3	3	0	07:00 - 07:20	13	0	B		67		2600	
275.05	US 101	SB	Buena Vista Ave	LEAVESLEY RD	1.60	3	3	0	09:00 - 09:20	16	0	B		67		3200	
275.06	US 101	SB	LEAVESLEY RD	Pacheco Pass Hwy	1.46	3	3	0	07:20 - 07:40	12	0	B		67		2400	

Table 4.7 2014 Freeway LOS – AM Peak Period

ID	Facility	Dir	From/To	From/To	Miles	Number of Lanes			Peak Photo Time	Max Density		LOS (Density)		Speed		Flow	
						Total	Mixed	HOV		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
275.07	US 101	SB	Pacheco Pass Hwy	Monterey Rd	1.11	3	3	0	07:40 - 08:00	11	0	A		67		2220	
275.08	US 101	SB	Monterey Rd	Bloomfield Ave	1.85	2	2	0	07:00 - 07:20	15	0	B		67		2000	
275.09	US 101	SB	Bloomfield Ave	Betabel Rd	4.15	2	2	0	07:20 - 07:40	13	0	B		67		1730	
275.1	US 101	SB	Betabel Rd	SR 129	1.61	2	2	0	09:20 - 09:40	11	0	A		67		1480	
275.11	US 101	SB	SR 129	SR 156	1.78	2	2	0	07:00 - 07:20	7	0	A		67		940	
89	SR 237	WB	I-880	McCarthy Blvd	0.40	3	2	1	08:20 - 08:40	132	68	F	F	7	27	1850	1840
90	SR 237	WB	McCarthy Blvd	Zanker Rd	0.94	3	2	1	07:20 - 07:40	117	52	F	E	10	40	2810	2080
91	SR 237	WB	Zanker Rd	N. First St	1.61	3	2	1	08:40 - 09:00	55	36	E	D	37	61	4070	2200
92	SR 237	WB	N. First St	GREAT AMERICA PKWY	1.00	3	2	1	07:40 - 08:00	48	32	E	D	45	64	4320	2050
93	SR 237	WB	GREAT AMERICA PKWY	Lawrence Expwy	1.27	3	2	1	08:00 - 08:20	40	22	D	C	55	66	4400	1460
94	SR 237	WB	Lawrence Expwy	N. Fair Oaks Ave	0.63	3	2	1	07:00 - 07:20	51	34	E	D	41	63	4190	2150
95	SR 237	WB	N. Fair Oaks Ave	Mathilda Ave	0.96	3	3	0	07:00 - 07:20	56	0	E		36		6050	
96	SR 237	WB	Mathilda Ave	US 101	0.53	2	2	0	07:00 - 07:20	45	0	D		48		4320	
97	SR 237	WB	US 101	Maude Ave	0.71	2	2	0	07:00 - 07:20	31	0	D		65		4030	
98	SR 237	WB	Maude Ave	Central Pkwy	0.80	2	2	0	07:20 - 07:40	30	0	D		65		3900	
99	SR 237	WB	Central Pkwy	SR 85	0.63	2	2	0	07:00 - 07:20	28	0	D		65		3670	
100	SR 237	WB	SR 85	El Camino Real	0.40	2	2	0	07:00 - 07:20	84	0	F		19		3200	
130	I-280	WB	US 101	McLaughlin Ave	0.37	4	4	0	06:40 - 07:00	101	0	F		14		5660	
129	I-280	WB	McLaughlin Ave	10th St	0.92	4	4	0	08:20 - 08:40	84	0	F		19		6390	
128	I-280	WB	10th St	SR 87	1.20	4	4	0	07:20 - 07:40	80	0	F		21		6720	
127	I-280	WB	SR 87	Bird Ave	0.35	4	4	0	07:20 - 07:40	83	0	F		20		6640	
126	I-280	WB	Bird Ave	Meridian Ave	1.07	4	4	0	07:40 - 08:00	89	0	F		18		6410	
125	I-280	WB	Meridian Ave	I-880	1.40	4	3	1	07:20 - 07:40	100	70	F	F	14	26	4760	1820
124	I-280	WB	I-880	Winchester Blvd	0.55	4	3	1	07:20 - 07:40	94	63	F	F	16	31	4520	1960
123	I-280	WB	Winchester Blvd	Saratoga Ave	1.37	4	3	1	08:00 - 08:20	78	48	F	E	22	45	5150	2160
122	I-280	WB	Saratoga Ave	Lawrence Expwy	1.19	4	3	1	08:40 - 09:00	89	78	F	F	18	22	4810	1720

Table 4.7 2014 Freeway LOS – AM Peak Period

ID	Facility	Dir	From/To	From/To	Miles	Number of Lanes			Peak Photo Time	Max Density		LOS (Density)		Speed		Flow	
						Total	Mixed	HOV		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
121	I-280	WB	Lawrence Expwy	Wolfe Rd	1.24	4	3	1	08:40 - 09:00	81	46	F	D	21	47	5110	2170
120	I-280	WB	Wolfe Rd	De Anza Blvd	1.06	4	3	1	08:40 - 09:00	62	57	F	E	32	36	5960	2060
119	I-280	WB	De Anza Blvd	SR 85	1.31	4	3	1	08:00 - 08:20	73	45	F	D	25	48	5480	2160
118	I-280	WB	SR 85	Foothill Expwy	0.70	4	3	1	08:20 - 08:40	70	58	F	E	26	35	5460	2030
117	I-280	WB	Foothill Expwy	Magdalena Ave	2.65	4	3	1	08:40 - 09:00	37	53	D	E	59	39	6550	2070
116	I-280	WB	Magdalena Ave	El Monte Rd	0.95	4	4	0	09:20 - 09:40	48	0	E		45		8640	
115	I-280	WB	El Monte Rd	La Barranca Rd	1.60	4	4	0	09:20 - 09:40	39	0	D		57		8900	
114	I-280	WB	La Barranca Rd	Page Mill Rd	1.73	4	4	0	09:00 - 09:20	32	0	D		64		8200	
113.1	I-280	WB	Page Mill Rd	Alpine Rd	2.25	4	4	0	09:00 - 09:20	32	0	C		66		6080	
50	I-680	SB	Scott Creek Rd	Jacklin Rd	1.57	4	3	1	07:20 - 07:40	21	15	C	B	66	67	4160	1010
49	I-680	SB	Jacklin Rd	Calaveras Blvd / SR 237	0.85	4	3	1	08:20 - 08:40	26	12	C	B	66	67	5150	810
48	I-680	SB	Calaveras Blvd / SR 237	Yosemite Dr	0.69	4	4	0	07:40 - 08:00	21	0	C		66		5550	
47	I-680	SB	Yosemite Dr	Montague Expwy	0.77	4	4	0	08:20 - 08:40	30	0	D		65		7800	
46	I-680	SB	Montague Expwy	Capitol Ave	1.00	4	4	0	09:00 - 09:20	21	0	C		66		5550	
45	I-680	SB	Capitol Ave	Hostetter Rd	0.31	4	4	0	07:20 - 07:40	17	0	B		67		4530	
44	I-680	SB	Hostetter Rd	Berryessa Rd	0.94	4	4	0	09:20 - 09:40	21	0	C		66		5550	
43	I-680	SB	Berryessa Rd	McKee Rd	1.47	4	4	0	08:20 - 08:40	20	0	C		66		5280	
42	I-680	SB	McKee Rd	Alum Rock Ave	0.64	4	4	0	08:20 - 08:40	34	0	D		63		8570	
41	I-680	SB	Alum Rock Ave	Capitol Expwy	0.31	4	4	0	08:20 - 08:40	77	0	F		23		7090	
40	I-680	SB	Capitol Expwy	King Rd	1.00	4	4	0	08:20 - 08:40	81	0	F		21		7490	
39	I-680	SB	King Rd	US 101	0.40	4	4	0	08:40 - 09:00	107	0	F		12		5140	
13	I-880	SB	Dixon Landing	SR 237	1.99	4	3	1	09:00 - 09:20	47	60	E	F	46	33	7360	1980
14	I-880	SB	SR 237	Great Mall Pkwy	0.72	3	3	0	07:40 - 08:00	51	19	E	C	41	66	6280	1260
15	I-880	SB	Great Mall Pkwy	Montague Expwy	0.98	3	3	0	06:20 - 06:40	43	17	D	B	51	67	6580	1140
16	I-880	SB	Montague Expwy	E. Brokaw Rd	1.35	3	3	0	07:40 - 08:00	19	11	C	A	66	67	3770	740
17	I-880	SB	E. Brokaw Rd	US 101	1.29	3	3	0	07:40 - 08:00	60	43	F	D	33	51	5940	2200
18	I-880	SB	US 101	N. 1st ST	0.49	3	3	0	06:20 - 06:40	93	0	F		16		4470	

Table 4.7 2014 Freeway LOS – AM Peak Period

ID	Facility	Dir	From/To	From/To	Miles	Number of Lanes			Peak Photo Time	Max Density		LOS (Density)		Speed		Flow	
						Total	Mixed	HOV		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
19	I-880	SB	N. 1st ST	SR 87	0.40	3	3	0	07:40 - 08:00	73	0	F		25		5480	
20	I-880	SB	SR 87	Coleman Ave	0.51	3	3	0	07:40 - 08:00	30	0	D		65		5850	
21	I-880	SB	Coleman Ave	The Alameda	0.59	3	3	0	07:40 - 08:00	27	0	D		66		5310	
22	I-880	SB	The Alameda	N. Bascom Ave	0.82	3	3	0	07:00 - 07:20	25	0	C		66		4950	
23	I-880	SB	N. Bascom Ave	Stevens Cr	0.84	3	3	0	07:40 - 08:00	44	0	D		50		6600	
24	I-880	SB	Stevens Cr	I-280	0.41	3	3	0	07:40 - 08:00	20	0	C		66		3960	

Table 4.8 2014 Freeway LOS – PM Peak Period

ID	Facility	Dir	From/To	From/To	Miles	Number of Lanes			Peak Photo Time	Max Density		LOS (Density)		Speed		Flow	
						Total	Mixed	HOV		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
31	SR 17	NB	Summit Rd	Bear Creek	4.06	2	2	0	15:40 - 16:00	25	0	C		66		3300	
30	SR 17	NB	Bear Creek	Saratoga	2.90	2	2	0	15:40 - 16:00	21	0	C		66		2780	
29	SR 17	NB	Saratoga	Lark Ave	1.81	2	2	0	15:40 - 16:00	23	0	C		66		3040	
28	SR 17	NB	Lark Ave	SR 85	0.46	2	2	0	16:40 - 17:00	22	0	C		66		2910	
27	SR 17	NB	SR 85	San Tomas / Camden	1.17	3	3	0	16:40 - 17:00	19	0	C		66		3770	
26	SR 17	NB	San Tomas / Camden	Hamilton	1.82	3	3	0	17:00 - 17:20	21	0	C		66		4160	
25	SR 17	NB	Hamilton	I-280	1.61	3	3	0	16:40 - 17:00	27	0	D		66		5310	
184	SR 85	NB	US 101	Cottle Rd	1.79	3	2	1	15:40 - 16:00	25	5	C	A	66	70	3300	350
183	SR 85	NB	Cottle Rd	Blossom Hill Rd	1.96	3	2	1	17:00 - 17:20	29	9	D	A	65	70	3770	630
182	SR 85	NB	Blossom Hill Rd	SR 87	1.27	3	2	1	17:00 - 17:20	31	10	D	A	65	70	4030	700
181	SR 85	NB	SR 87	Almaden Expwy	0.94	3	2	1	17:20 - 17:40	28	7	D	A	66	70	3670	490
180	SR 85	NB	Almaden Expwy	Camden Ave	1.97	3	2	1	17:00 - 17:20	28	10	D	A	66	70	3670	700
179	SR 85	NB	Camden Ave	Union Ave	1.17	3	2	1	18:00 - 18:20	25	10	C	A	66	70	3300	700
178	SR 85	NB	Union Ave	S. Bascom Ave	1.13	3	2	1	18:00 - 18:20	28	7	D	A	66	70	3670	490
177	SR 85	NB	S. Bascom Ave	SR 17	0.27	3	2	1	17:20 - 17:40	20	11	C	A	66	70	2640	770
176	SR 85	NB	SR 17	Winchester Blvd	0.50	3	2	1	15:20 - 15:40	14	10	B	A	67	70	1870	700
175	SR 85	NB	Winchester Blvd	Saratoga Ave	2.68	3	2	1	17:00 - 17:20	32	7	D	A	64	70	4100	490
174	SR 85	NB	Saratoga Ave	Saratoga-Sunnyvale Rd	2.19	3	2	1	17:00 - 17:20	21	8	C	A	66	70	2780	560
173	SR 85	NB	Saratoga-Sunnyvale Rd	Stevens Creek Blvd	1.83	3	2	1	17:20 - 17:40	22	9	C	A	66	70	2910	630
172	SR 85	NB	Stevens Creek Blvd	I-280	0.75	3	2	1	18:00 - 18:20	13	6	B	A	67	70	1730	420
171	SR 85	NB	I-280	W. Homestead Rd	0.34	3	2	1	17:40 - 18:00	23	7	C	A	66	70	3650	490
170	SR 85	NB	W. Homestead Rd	W. Fremont Ave	1.00	3	2	1	17:00 - 17:20	25	7	C	A	66	70	3300	490
169	SR 85	NB	W. Fremont Ave	EL Camino Real	1.89	3	2	1	18:00 - 18:20	26	8	C	A	66	70	3440	560
168	SR 85	NB	EL Camino Real	SR 237	0.41	3	2	1	15:40 - 16:00	18	10	B	A	67	70	2400	700
167	SR 85	NB	SR 237	Central Expwy	0.47	3	2	1	15:20 - 15:40	18	9	B	A	67	70	2400	630
166	SR 85	NB	Central Expwy	US 101	1.24	3	2	1	15:20 - 15:40	17	7	B	A	67	70	2270	490
70	SR 87	NB	SR 85	Capitol Expwy	1.09	3	2	1	15:40 - 16:00	29	8	D	A	65	70	3770	560

Table 4.8 2014 Freeway LOS – PM Peak Period

ID	Facility	Dir	From/To	From/To	Miles	Number of Lanes			Peak Photo Time	Max Density		LOS (Density)		Speed		Flow	
						Total	Mixed	HOV		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
71	SR 87	NB	Capitol Expwy	Curtner	1.49	3	2	1	17:20 - 17:40	24	6	C	A	66	70	3170	420
72	SR 87	NB	Curtner	Almaden Rd	0.73	3	2	1	17:20 - 17:40	30	17	D	B	65	70	3900	1190
73	SR 87	NB	ALMADEN RD	Alma Ave	0.69	3	2	1	17:20 - 17:40	51	22	E	C	41	70	4190	1540
74	SR 87	NB	Alma Ave	I-280	0.90	3	2	1	17:40 - 18:00	26	6	C	A	66	70	3440	420
75	SR 87	NB	I-280	Julian St	0.96	3	2	1	17:20 - 17:40	18	9	B	A	67	70	2400	630
76	SR 87	NB	Julian St	Coleman AVE	0.38	3	2	1	16:20 - 16:40	16	7	B	A	67	70	2130	490
414	SR 87	NB	Coleman St	Taylor St	0.41	3	2	1	17:40 - 18:00	18	4	B	A	67	70	2400	280
416	SR 87	NB	Taylor St	Skyport Dr	1.87	3	2	1	17:20 - 17:40	22	6	C	A	66	70	2910	420
418	SR 87	NB	Skyport Dr	US 101	0.67	3	2	1	16:00 - 16:20	22	7	C	A	66	70	2910	490
309.11	US 101	NB	SR 156	SR 129	1.78	2	2	0	15:40 - 16:00	11	0	A		67		1480	
309.1	US 101	NB	SR 129	Betabel Rd	1.61	2	2	0	16:20 - 16:40	14	0	B		67		1870	
309.09	US 101	NB	Betabel Rd	Bloomfield Ave	4.15	2	2	0	15:40 - 16:00	14	0	B		67		1870	
309.08	US 101	NB	Bloomfield Ave	Monterey Rd	1.85	2	2	0	16:20 - 16:40	22	0	C		66		2910	
309.07	US 101	NB	Monterey Rd	Pacheco Pass Hwy	1.11	3	3	0	17:00 - 17:20	12	0	B		67		2400	
309.06	US 101	NB	Pacheco Pass Hwy	LEAVESLEY RD	1.46	3	3	0	17:40 - 18:00	13	0	B		67		2600	
309.05	US 101	NB	LEAVESLEY RD	Buena Vista Ave	1.60	3	3	0	15:40 - 16:00	20	0	C		66		3960	
309.04	US 101	NB	Buena Vista Ave	Masten Ave	1.16	3	3	0	16:40 - 17:00	18	0	B		67		3600	
309.03	US 101	NB	Masten Ave	San Martin Ave	2.17	3	3	0	16:00 - 16:20	17	0	B		67		3400	
309.02	US 101	NB	San Martin Ave	Tennant Ave	3.55	3	3	0	17:00 - 17:20	19	0	C		66		3770	
309.01	US 101	NB	Tennant Ave	East Dunne Ave	0.96	3	3	0	17:00 - 17:20	23	0	C		66		4560	
276	US 101	NB	East Dunne Ave	Cochrane Rd	1.82	3	3	0	17:20 - 17:40	23	0	C		66		4560	
277	US 101	NB	Cochrane Rd	Burnett Ave (Lane Drop)	0.87	4	3	1	15:40 - 16:00	28	9	D	A	66	70	5510	630
278	US 101	NB	Burnett Ave (Lane Drop)	Sheller Ave	2.57	4	3	1	15:40 - 16:00	18	8	B	A	67	70	3600	560
279	US 101	NB	Sheller Ave	Lane Drop (SB)	4.32	4	3	1	15:40 - 16:00	18	10	B	A	67	70	3600	700
280	US 101	NB	Lane Drop (SB)	SR 85	1.00	4	3	1	15:40 - 16:00	19	13	C	B	66	70	3770	910

Table 4.8 2014 Freeway LOS – PM Peak Period

ID	Facility	Dir	From/To	From/To	Miles	Number of Lanes			Peak Photo Time	Max Density		LOS (Density)		Speed		Flow	
						Total	Mixed	HOV		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
281	US 101	NB	SR 85	Bernal Rd	0.20	4	3	1	16:20 - 16:40	11	10	A	A	67	70	2220	700
282	US 101	NB	Bernal Rd	Silver Creek Valley Rd	1.48	4	3	1	16:20 - 16:40	17	9	B	A	67	70	3400	630
283	US 101	NB	Silver Creek Valley Rd	Hellyer Ave	1.84	4	3	1	16:40 - 17:00	26	12	C	B	66	70	5150	840
284	US 101	NB	Hellyer Ave	Yerba Buena Rd	0.90	4	3	1	17:00 - 17:20	30	18	D	B	65	70	5850	1260
285	US 101	NB	Yerba Buena Rd	Capitol Expwy	0.80	4	3	1	17:00 - 17:20	21	13	C	B	66	70	4160	910
286	US 101	NB	Capitol Expwy	Tully Rd	1.33	4	3	1	15:40 - 16:00	30	13	D	B	65	70	5850	910
287	US 101	NB	Tully Rd	Story Rd	1.46	4	3	1	15:40 - 16:00	25	13	C	B	66	70	4950	910
288	US 101	NB	Story Rd	I-280	0.38	4	3	1	17:20 - 17:40	15	5	B	A	67	70	3000	350
289	US 101	NB	I-280	Santa Clara St	0.88	4	3	1	17:20 - 17:40	23	10	C	A	66	70	4560	700
290	US 101	NB	Santa Clara St	McKee Rd	0.39	4	3	1	17:20 - 17:40	20	15	C	B	66	70	3960	1050
291	US 101	NB	McKee Rd	Oakland Rd	1.58	4	3	1	15:40 - 16:00	24	11	C	A	66	70	4760	770
292	US 101	NB	Oakland Rd	I-880	0.57	4	3	1	15:40 - 16:00	23	10	C	A	66	70	4560	700
293	US 101	NB	I-880	Old Bayshore Hwy	0.50	4	3	1	18:40 - 19:00	18	6	B	A	67	70	3600	420
294	US 101	NB	Old Bayshore Hwy	N. First St	0.49	4	3	1	17:40 - 18:00	20	8	C	A	66	70	3960	560
295	US 101	NB	N. First St	Guadalupe Pkwy	0.64	4	3	1	18:40 - 19:00	17	9	B	A	67	70	3400	630
296	US 101	NB	Guadalupe Pkwy	De La Cruz Blvd	0.77	4	3	1	17:20 - 17:40	21	6	C	A	66	70	4160	420
297	US 101	NB	De La Cruz Blvd	Montaque Expwy / Santa Tomas Expwy	1.28	4	3	1	17:00 - 17:20	31	14	D	B	65	70	6050	980
298	US 101	NB	Montaque Expwy / Santa Tomas Expwy	Bower Ave / Great America Pkwy	0.75	4	3	1	17:20 - 17:40	38	26	D	C	58	70	6620	1820
299	US 101	NB	Bower Ave / Great American Pkwy	Lawrence Expwy	1.12	4	3	1	17:20 - 17:40	45	18	D	B	48	70	6480	1260
300	US 101	NB	Lawrence Expwy	N. Fair Oaks Ave	0.98	4	3	1	17:20 - 17:40	30	16	D	B	65	70	5850	1120
301	US 101	NB	N. Fair Oaks Ave	N. Mathilda Ave	0.85	4	3	1	17:00 - 17:20	28	24	D	C	66	70	5510	1680
302	US 101	NB	N. Mathilda Ave	SR 237	0.35	4	3	1	17:00 - 17:20	26	37	C	D	66	60	5150	2220
303	US 101	NB	SR 237	Moffett Blvd	1.68	4	3	1	18:40 - 19:00	36	22	D	C	61	70	6590	1540
304	US 101	NB	MOFFETT BLVD	SR 85	0.33	4	3	1	18:40 - 19:00	52	16	E	B	40	70	6240	1120
305	US 101	NB	SR 85	N. Shoreline Blvd	0.38	5	4	1	18:40 - 19:00	47	15	E	B	46	70	8650	1050
306	US 101	NB	N. Shoreline Blvd	RENGSTORFF AVE	1.01	4	3	1	17:00 - 17:20	74	13	F	B	24	70	5330	1820
307	US 101	NB	RENGSTORFF AVE	San Antonio Ave	0.71	4	3	1	17:00 - 17:20	62	11	F	A	32	70	5960	1540
308	US 101	NB	San Antonio Ave	Oregon Expwy	1.85	4	3	1	17:00 - 17:20	62	22	F	C	32	70	5960	2470

Table 4.8 2014 Freeway LOS – PM Peak Period

ID	Facility	Dir	From/To	From/To	Miles	Number of Lanes			Peak Photo Time	Max Density		LOS (Density)		Speed		Flow	
						Total	Mixed	HOV		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
309	US 101	NB	Oregon Expwy	Embarcadero Rd	0.15	4	3	1	17:20 - 17:40	62	36	F	D	32	70	5960	2520
88	SR 237	EB	El Camino Real	SR 85	0.40	2	2	0	18:00 - 18:20	43	0	D		51		4390	
87	SR 237	EB	SR 85	Central Pkwy	0.63	2	2	0	18:00 - 18:20	25	0	C		66		3300	
86	SR 237	EB	Central Pkwy	Maude Ave	0.80	2	2	0	17:40 - 18:00	23	0	C		66		3040	
85	SR 237	EB	Maude Ave	US 101	0.71	2	2	0	17:20 - 1740	38	0	D		58		4410	
84	SR 237	EB	US 101	Mathilda Ave	0.53	2	2	0	16:00 - 16:20	96	0	F		15		2880	
83	SR 237	EB	Mathilda Ave	N. Fair Oaks Ave	0.96	3	2	1	17:00 - 17:20	98	28	F	D	15	70	2940	1960
82	SR 237	EB	N. Fair Oaks Ave	Lawrence Expwy	0.63	3	2	1	17:20 - 17:40	96	33	F	D	15	70	2880	2310
81	SR 237	EB	Lawrence Expwy	Great America Pkwy	1.27	3	2	1	17:40 - 18:00	100	58	F	E	14	40	2800	2320
80	SR 237	EB	GREAT AMERICA PKWY	N. First St	1.00	3	2	1	17:40 - 18:00	88	55	F	E	18	40	3170	2200
79	SR 237	EB	N. First St	Zanker Rd	1.61	3	2	1	17:40 - 18:00	76	54	F	E	23	40	3500	2160
78	SR 237	EB	Zanker Rd	McCarthy Blvd	0.94	3	2	1	17:40 - 18:00	54	29	E	D	38	70	4110	2030
77	SR 237	EB	McCarthy Blvd	I-880	0.40	3	2	1	17:00 - 17:20	132	31	F	D	7	70	1910	2170
130.1	I-280	EB	Alpine Rd	Page Mill Rd	2.25	4	4	0	17:00 - 17:20	32	0	D		64		8200	
131	I-280	EB	Page Mill Rd	La Barranca Rd	1.73	4	4	0	17:00 - 17:20	68	0	F		27		7350	
132	I-280	EB	La Barranca Rd	El Monte Rd	1.60	4	4	0	17:40 - 18:00	67	0	F		28		7510	
133	I-280	EB	El Monte Rd	Magdalena Ave	0.95	4	4	0	17:40 - 18:00	81	0	F		21		6810	
134	I-280	EB	Magdalena Ave	Foothill Expwy	2.65	4	3	1	17:40 - 18:00	37	18	D	C	59	70	6550	1330
135	I-280	EB	Foothill Expwy	SR 85	0.70	4	3	1	16:40 - 17:00	40	14	D	B	55	70	6600	1260
136	I-280	EB	SR 85	De Anza Blvd	1.31	4	3	1	16:40 - 17:00	103	19	F	E	13	50	4020	2450
137	I-280	EB	De Anza Blvd	Wolfe Rd	1.06	4	3	1	17:40 - 18:00	77	30	F	E	23	50	5320	2550
138	I-280	EB	Wolfe Rd	Lawrence Expwy	1.24	4	3	1	17:40 - 18:00	81	19	F	E	21	40	5110	2200
139	I-280	EB	Lawrence Expwy	Saratoga Ave	1.19	4	3	1	17:40 - 18:00	85	37	F	D	19	60	4850	2520
140	I-280	EB	Saratoga Ave	Winchester Blvd	1.37	4	3	1	17:40 - 18:00	74	29	F	D	24	50	5330	2250
141	I-280	EB	Winchester Blvd	I-880	0.55	4	3	1	17:40 - 18:00	90	21	F	F	17	30	4590	2100
142	I-280	EB	I-880	Meridian Ave	1.40	4	3	1	17:00 - 17:20	90	30	F	F	17	20	4590	1740
143	I-280	EB	Meridian Ave	Bird Ave	1.07	4	4	0	17:00 - 17:20	81	0	F		21		6810	

Table 4.8 2014 Freeway LOS – PM Peak Period

ID	Facility	Dir	From/To	From/To	Miles	Number of Lanes			Peak Photo Time	Max Density		LOS (Density)		Speed		Flow	
						Total	Mixed	HOV		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
144	I-280	EB	Bird Ave	SR 87	0.35	4	4	0	17:00 - 17:20	72	0	F		25		7200	
145	I-280	EB	SR 87	10th St	1.20	4	4	0	17:00 - 17:20	69	0	F		27		7460	
146	I-280	EB	10th St	McLaughlin Ave	0.92	4	4	0	16:20 - 16:40	41	0	D		54		8860	
147	I-280	EB	McLaughlin Ave	US 101	0.37	4	4	0	18:20 - 18:40	41	0	D		54		8860	
51	I-680	NB	US 101	King Rd	0.40	4	4	0	17:40 - 18:00	27	0	D		66		7080	
52	I-680	NB	King Rd	Capitol Expwy	1.00	4	4	0	18:20 - 18:40	46	0	D		47		8650	
53	I-680	NB	Capitol Expwy	Alum Rock Ave	0.31	4	4	0	18:00 - 18:20	30	0	D		65		7800	
54	I-680	NB	Alum Rock Ave	McKee Rd	0.64	4	4	0	18:00 - 18:20	22	0	C		66		5810	
55	I-680	NB	McKee Rd	Berryessa Rd	1.47	4	4	0	16:20 - 16:40	22	0	C		66		5810	
56	I-680	NB	Berryessa Rd	Hostetter Rd	0.94	4	4	0	17:00 - 17:20	21	0	C		66		5550	
57	I-680	NB	Hostetter Rd	Capitol Ave	0.31	4	4	0	17:00 - 1720	21	0	C		66		5550	
58	I-680	NB	Capitol Ave	Montague Expwy	1.00	4	4	0	15:40 - 16:00	19	0	C		66		5020	
59	I-680	NB	Montague Expwy	Yosemite Dr	0.77	4	4	0	17:40 - 18:00	25	0	C		66		6600	
60	I-680	NB	Yosemite Dr	Calaveras Blvd / SR 237	0.69	4	4	0	17:40 - 18:00	22	0	C		66		5810	
61	I-680	NB	Calaveras Blvd / SR 237	Jacklin Rd	0.85	3	3	0	17:40 - 18:00	25	0	C		66		4950	
62	I-680	NB	Jacklin Rd	Scott Creek Rd	1.57	3	3	0	18:20 - 18:40	27	0	D		66		5310	
12	I-880	NB	I-280	Stevens Cr	0.41	3	3	0	15:40 - 16:00	21	0	C		66		4160	
11	I-880	NB	Stevens Cr	N. Bascom Ave	0.84	3	3	0	17:20 - 17:40	92	0	F		16		4420	
10	I-880	NB	N. Bascom Ave	The Alameda	0.82	3	3	0	17:20 - 17:40	104	0	F		13		4060	
9	I-880	NB	The Alameda	Coleman Ave	0.59	3	3	0	17:00 - 17:20	96	0	F		15		4320	
8	I-880	NB	Coleman Ave	SR 87	0.51	3	3	0	17:00 - 17:20	74	0	F		24		5330	
7	I-880	NB	SR 87	N. 1st St	0.40	3	3	0	17:00 - 17:20	79	0	F		22		5220	
6	I-880	NB	N. 1st St	US 101	0.49	3	3	0	17:40 - 18:00	43	0	D		51		6580	
5	I-880	NB	US 101	E. Brokaw Rd	1.29	3	3	0	17:20 - 17:40	29	10	D	A	65	70	6050	700
4	I-880	NB	E. Brokaw Rd	Montague Expwy	1.35	3	3	0	16:20 - 16:40	27	23	D	C	66	70	6050	1610
3	I-880	NB	Montague Expwy	Great Mall Pkwy	0.98	3	3	0	17:20 - 17:40	34	23	D	C	63	70	6300	1610
2	I-880	NB	Great Mall Pkwy	SR 237	0.72	3	3	0	17:20 - 17:40	33	13	D	B	64	70	5540	910

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ID	Facility	Dir	From/To	From/To	Miles	Number of Lanes			Peak Photo Time	Max Density		LOS (Density)		Speed		Flow	
						Total	Mixed	HOV		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
1	I-880	NB	SR 237	Dixon Landing	1.99	4	3	1	17:20 - 17:40	82	58	F	E	20	40	5580	2320
32	SR 17	SB	I-280	Hamilton	1.61	3	3	0	17:20 - 17:40	34	0	D		63		6430	
33	SR 17	SB	Hamilton	San Tomas / Camden	1.82	3	3	0	15:40 - 16:00	25	0	C		66		5610	
34	SR 17	SB	San Tomas / Camden	SR 85	1.17	3	3	0	15:40 - 16:00	28	0	D		66		5510	
35	SR 17	SB	SR 85	Lark Ave	0.46	2	2	0	16:40 - 17:00	65	0	F		29		3770	
36	SR 17	SB	Lark Ave	Saratoga	1.81	2	2	0	16:40 - 17:00	67	0	F		28		3760	
37	SR 17	SB	Saratoga	Bear Creek	2.90	2	2	0	16:40 - 17:00	47	0	E		46		4330	
38	SR 17	SB	Bear Creek	Summit Rd	4.06	2	2	0	16:20 - 16:40	55	0	E		37		4070	
185	SR 85	SB	US 101	Central Expwy	1.24	3	2	1	17:40 - 18:00	89	27	F	D	18	70	3210	1890
186	SR 85	SB	Central Expwy	SR 237	0.47	3	2	1	17:40 - 18:00	116	56	F	E	10	40	2320	2240
187	SR 85	SB	SR 237	EL Camino Real	0.41	4	3	1	16:20 - 16:40	86	69	F	F	19	30	4090	2070
188	SR 85	SB	EL Camino Real	W. Fremont Ave	1.89	3	2	1	16:20 - 16:40	69	53	F	E	27	40	3730	2120
189	SR 85	SB	W. Fremont Ave	W. Homestead Rd	1.00	3	2	1	16:40 - 17:00	53	34	E	D	39	70	4140	2380
190	SR 85	SB	W. Homestead Rd	I-280	0.41	3	2	1	15:40 - 16:00	23	24	C	C	66	70	3040	1680
191	SR 85	SB	I-280	Stevens Creek Blvd	0.75	3	2	1	18:00 - 18:20	52	66	E	F	40	30	5000	1980
192	SR 85	SB	Stevens Creek Blvd	Saratoga-Sunnyvale Rd	1.83	3	2	1	17:40 - 18:00	90	47	F	E	17	50	3060	2350
193	SR 85	SB	Saratoga-Sunnyvale Rd	Saratoga Ave	2.19	3	2	1	18:00 - 18:20	62	52	F	E	32	40	3970	2080
194	SR 85	SB	Saratoga Ave	Winchester Blvd	2.68	3	2	1	17:00 - 17:20	53	35	E	D	39	70	4140	2450
195	SR 85	SB	Winchester Blvd	SR 17	0.50	3	2	1	17:20 - 17:40	48	46	E	D	45	50	4320	2300
196	SR 85	SB	SR 17	S. Bascom Ave	0.27	3	2	1	17:20 - 17:40	72	22	F	C	25	70	3600	1540
197	SR 85	SB	S. Bascom Ave	Union Ave	1.13	3	2	1	18:00 - 18:20	82	38	F	D	20	60	3280	2280
198	SR 85	SB	Union Ave	Camden Ave	1.17	3	2	1	17:00 - 17:20	50	34	E	D	42	70	4200	2380
199	SR 85	SB	Camden Ave	Almaden Expwy	1.97	3	2	1	17:20 - 17:40	42	34	D	D	52	70	4370	2380
200	SR 85	SB	ALMADEN EXPWY	SR 87	0.94	3	2	1	17:20 - 17:40	24	15	C	B	66	70	3170	1050
201	SR 85	SB	SR 87	Blossom Hill Rd	1.27	3	2	1	17:20 - 17:40	56	33	E	D	36	70	4040	2310
202	SR 85	SB	Blossom Hill Rd	Cottle Rd	1.96	3	2	1	15:20 - 15:40	30	17	D	B	65	70	3900	1190
203	SR 85	SB	Cottle Rd	US 101	1.79	3	2	1	16:20 - 16:40	23	12	C	B	66	70	3040	840

Table 4.8 2014 Freeway LOS – PM Peak Period

ID	Facility	Dir	From/To	From/To	Miles	Number of Lanes			Peak Photo Time	Max Density		LOS (Density)		Speed		Flow	
						Total	Mixed	HOV		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
419	SR 87	SB	US 101	Skyport Dr	0.67	3	2	1	17:40 - 18:00	109	24	F	C	12	70	2620	1680
417	SR 87	SB	Skyport Dr	Taylor St	1.87	3	2	1	16:40 - 17:00	93	17	F	B	16	70	2980	1190
415	SR 87	SB	Taylor St	Coleman St	0.41	3	2	1	17:20 - 17:40	81	31	F	D	21	70	3410	2170
69	SR 87	SB	Coleman Ave	Julian St	0.38	3	2	1	17:40 - 18:00	61	44	F	D	32	50	3910	2200
68	SR 87	SB	Julian St	I-280	0.96	3	2	1	16:40 - 17:00	56	29	E	D	36	70	4040	2030
67	SR 87	SB	I-280	Alma Ave	0.90	3	2	1	16:40 - 17:00	95	41	F	D	15	60	3900	1190
66	SR 87	SB	Alma Ave	ALMADEN RD	0.69	3	2	1	16:00 - 16:20	69	38	F	D	27	60	3040	840
65	SR 87	SB	ALMADEN RD	Curtner	0.73	3	2	1	17:40 - 18:00	56	28	E	D	36	70	4040	1960
64	SR 87	SB	Curtner	Capitol Expwy	1.49	3	2	1	17:40 - 18:00	51	27	E	D	41	70	2850	2460
63	SR 87	SB	Capitol Expwy	SR 85	1.09	3	2	1	15:40 - 16:00	27	16	D	B	66	70	3540	1120
275	US 101	SB	Embarcadero Rd	Oregon Expwy	0.15	4	3	1	17:20 - 17:40	104	83	F	F	13	20	4060	1660
274	US 101	SB	Oregon Expwy	San Antonio Ave	1.85	4	3	1	17:00 - 17:20	89	26	F	C	18	70	4810	2920
273	US 101	SB	San Antonio Ave	RENGSTORFF AVE	0.71	4	3	1	17:20 - 17:40	85	19	F	C	19	70	4850	2660
272	US 101	SB	RengstoRff Ave	N. Shoreline Blvd	1.01	4	3	1	16:20 - 16:40	49	20	E	C	43	70	6330	2800
271	US 101	SB	N. Shoreline Blvd	SR 85	0.38	4	3	1	17:20 - 17:40	47	32	E	D	46	70	6490	2240
270	US 101	SB	SR 85	MOFFETT BLVD	0.33	4	3	1	17:20 - 17:40	103	35	F	D	13	70	4020	2450
269	US 101	SB	MOFFETT BLVD	SR 237	1.68	4	3	1	17:00 - 17:20	70	36	F	D	26	70	5460	2520
268	US 101	SB	SR 237	N. Mathilda Ave	0.35	4	3	1	18:40 - 19:00	31	31	D	D	65	70	6050	2170
267	US 101	SB	N. Mathilda Ave	N. Fair Oaks Ave	0.85	4	3	1	18:40 - 19:00	43	31	D	D	51	70	6580	2170
266	US 101	SB	N. Fair Oaks Ave	Lawrence Expwy	0.98	4	3	1	16:00 - 16:20	71	75	F	F	26	30	5540	2250
265	US 101	SB	Lawrence Expwy	Bower Ave / Great American Pkwy	1.12	4	3	1	16:40 - 17:00	97	93	F	F	15	20	4370	1860
264	US 101	SB	Bower Ave / Great American Pkwy	Montaque Expwy / Santa Tomas Expwy	0.75	4	3	1	15:40 - 16:00	99	91	F	F	14	20	4160	1820
263	US 101	SB	Montaque Expwy / Santa Tomas Expwy	De La Cruz Blvd	1.28	4	3	1	18:40 - 19:00	104	63	F	F	13	40	4060	2520
262	US 101	SB	De La Cruz Blvd	Guadalupe Pkwy	0.77	4	3	1	17:20 - 17:40	87	48	F	E	18	50	4700	2400
261	US 101	SB	Guadalupe Pkwy	N. First St	0.64	4	3	1	17:20 - 17:40	94	78	F	F	16	30	4520	2340
260	US 101	SB	N. First St	Old Bayshore Hwy	0.49	4	3	1	17:20 - 17:40	147	91	F	F	6	20	2650	1820
259	US 101	SB	Old Bayshore Hwy	I-880	0.50	4	3	1	17:40 - 18:00	126	72	F	F	8	30	3030	2160

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						Total	Mixed	HOV		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
258	US 101	SB	I-880	Oakland Rd	0.57	4	3	1	17:20 - 17:40	107	84	F	F	12	20	3860	1680
257	US 101	SB	Oakland Rd	McKee Rd	1.58	4	3	1	16:20 - 16:40	53	33	E	D	39	70	6210	2310
256	US 101	SB	McKee Rd	Santa Clara St	0.39	4	3	1	15:40 - 16:00	35	20	D	C	62	70	6510	1400
255	US 101	SB	Santa Clara St	I-280	0.88	4	3	1	17:40 - 18:00	34	28	D	D	63	70	6430	1960
254	US 101	SB	I-280	Story Rd	0.38	4	3	1	18:40 - 19:00	41	21	D	C	54	70	6650	1470
253	US 101	SB	Story Rd	Tully Rd	1.46	4	3	1	16:20 - 16:40	48	26	E	C	45	70	6480	1820
252	US 101	SB	Tully Rd	Capitol Expwy	1.33	4	3	1	17:40 - 18:00	29	23	D	C	65	70	5660	1610
251	US 101	SB	Capitol Expwy	Yerba Buena Rd	0.80	4	3	1	17:20 - 17:40	25	12	C	B	66	70	4950	840
250	US 101	SB	Yerba Buena Rd	Hellyer Ave	0.90	4	3	1	17:40 - 18:00	38	18	D	B	58	70	6620	1260
249	US 101	SB	Hellyer Ave	Silver Creek Valley Rd	1.84	4	3	1	17:40 - 18:00	26	15	C	B	66	70	5150	1050
248	US 101	SB	Silver Creek Valley Rd	Bernal Rd	1.48	4	3	1	15:40 - 16:00	19	17	C	B	66	70	3770	1190
247	US 101	SB	Bernal Rd	SR 85	0.20	4	3	1	16:40 - 17:00	20	25	C	C	66	70	3960	1750
246	US 101	SB	SR 85	Lane Drop (SB)	1.00	5	4	1	15:40 - 16:00	22	15	C	B	66	70	5810	1050
245	US 101	SB	Lane Drop (SB)	Sheller Ave	4.32	4	3	1	16:00 - 16:20	36	32	D	D	61	70	6590	2240
244	US 101	SB	Sheller Ave	Burnett Ave (Lane Drop)	2.57	4	3	1	16:20 - 16:40	47	46	E	D	46	50	6490	2300
243	US 101	SB	Burnett Ave (Lane Drop)	Cochrane Rd	0.87	3	3	0	16:20 - 16:40	61	0	F		32		5860	
242	US 101	SB	Cochrane Rd	East Dunne Ave	1.82	3	3	0	17:20 - 17:40	39	0	D		57		6670	
275.01	US 101	SB	East Dunne Ave	Tennant Ave	0.96	3	3	0	16:40 - 17:00	40	0	D		55		6600	
275.02	US 101	SB	Tennant Ave	San Martin Ave	3.55	3	3	0	16:40 - 17:00	39	0	D		57		6670	
275.03	US 101	SB	San Martin Ave	Masten Ave	2.17	3	3	0	15:40 - 16:00	26	0	C		66		5150	
275.04	US 101	SB	Masten Ave	Buena Vista Ave	1.16	3	3	0	16:00 - 16:20	23	0	C		66		4560	
275.05	US 101	SB	Buena Vista Ave	LEAVESLEY RD	1.60	3	3	0	17:20 - 17:40	26	0	C		66		5150	
275.06	US 101	SB	LEAVESLEY RD	Pacheco Pass Hwy	1.46	3	3	0	17:20 - 17:40	20	0	C		66		3960	
275.07	US 101	SB	Pacheco Pass Hwy	Monterey Rd	1.11	3	3	0	16:20 - 16:40	13	0	B		67		2600	
275.08	US 101	SB	Monterey Rd	Bloomfield Ave	1.85	2	2	0	16:40 - 17:00	58	0	E		35		4060	

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ID	Facility	Dir	From/To	From/To	Miles	Number of Lanes			Peak Photo Time	Max Density		LOS (Density)		Speed		Flow	
						Total	Mixed	HOV		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
275.09	US 101	SB	Bloomfield Ave	Betabel Rd	4.15	2	2	0	15:40 - 16:00	17	0	B		67		2270	
275.1	US 101	SB	Betabel Rd	SR 129	1.61	2	2	0	16:00 - 16:20	17	0	B		67		2270	
275.11	US 101	SB	SR 129	SR 156	1.78	2	2	0	16:20 - 16:40	14	0	B		67		1870	
89	SR 237	WB	I-880	McCarthy Blvd	0.40	3	2	1	17:40 - 18:00	25	7	C	A	66	70	3300	490
90	SR 237	WB	McCarthy Blvd	Zanker Rd	0.94	3	2	1	17:20 - 17:40	49	7	E	A	43	70	5060	490
91	SR 237	WB	Zanker Rd	N. First St	1.61	3	2	1	17:20 - 17:40	49	22	E	C	43	70	4220	1540
92	SR 237	WB	N. First St	GREAT AMERICA PKWY	1.00	3	2	1	17:40 - 18:00	44	14	D	B	50	70	4400	980
93	SR 237	WB	GREAT AMERICA PKWY	Lawrence Expwy	1.27	3	2	1	17:00 - 17:20	32	16	D	B	64	70	4100	1120
94	SR 237	WB	Lawrence Expwy	N. Fair Oaks Ave	0.63	3	2	1	17:20 - 17:40	30	19	D	C	65	70	3900	1330
95	SR 237	WB	N. Fair Oaks Ave	Mathilda Ave	0.96	3	3	0	17:40 - 18:00	83	0	F		20		4980	
96	SR 237	WB	Mathilda Ave	US 101	0.53	2	2	0	17:40 - 18:00	33	0	D		64		4230	
97	SR 237	WB	US 101	Maude Ave	0.71	2	2	0	17:20 - 17:40	56	0	E		36		4040	
98	SR 237	WB	Maude Ave	Central Pkwy	0.80	2	2	0	17:20 - 17:40	77	0	F		23		3550	
99	SR 237	WB	Central Pkwy	SR 85	0.63	2	2	0	17:20 - 17:40	76	0	F		23		3500	
100	SR 237	WB	SR 85	El Camino Real	0.40	2	2	0	18:00 - 18:20	97	0	F		15		2910	
130	I-280	WB	US 101	McLaughlin Ave	0.37	4	4	0	16:40 - 17:00	24	0	C		66		6340	
129	I-280	WB	McLaughlin Ave	10th St	0.92	4	4	0	17:00 - 17:20	29	0	D		65		7540	
128	I-280	WB	10th St	SR 87	1.20	4	4	0	17:00 - 17:20	30	0	D		65		7800	
127	I-280	WB	SR 87	Bird Ave	0.35	4	4	0	17:00 - 17:20	35	0	D		62		8680	
126	I-280	WB	Bird Ave	Meridian Ave	1.07	4	4	0	17:00 - 17:20	38	0	D		58		8820	
125	I-280	WB	Meridian Ave	I-880	1.40	4	3	1	16:40 - 17:00	21	19	C	C	66	70	4720	1330
124	I-280	WB	I-880	Winchester Blvd	0.55	4	3	1	17:40 - 18:00	70	20	F	C	26	70	5460	1400
123	I-280	WB	Winchester Blvd	Saratoga Ave	1.37	4	3	1	17:40 - 18:00	53	16	E	B	39	70	6210	1120
122	I-280	WB	Saratoga Ave	Lawrence Expwy	1.19	4	3	1	17:00 - 17:20	37	15	D	B	59	70	6550	1050
121	I-280	WB	Lawrence Expwy	Wolfe Rd	1.24	4	3	1	16:00 - 16:20	23	10	C	A	66	70	4560	700
120	I-280	WB	Wolfe Rd	De Anza Blvd	1.06	4	3	1	17:40 - 18:00	25	7	C	A	65	70	4950	490

Table 4.8 2014 Freeway LOS – PM Peak Period

ID	Facility	Dir	From/To	From/To	Miles	Number of Lanes			Peak Photo Time	Max Density		LOS (Density)		Speed		Flow	
						Total	Mixed	HOV		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
119	I-280	WB	De Anza Blvd	SR 85	1.31	4	3	1	17:40 - 18:00	23	7	C	A	66	70	4560	490
118	I-280	WB	SR 85	Foothill Expwy	0.70	4	3	1	15:20 - 15:40	22	8	C	A	66	70	4360	560
117	I-280	WB	Foothill Expwy	Magdalena Ave	2.65	4	3	1	16:20 - 16:40	22	13	C	B	66	70	4360	910
116	I-280	WB	Magdalena Ave	El Monte Rd	0.95	4	4	0	17:40 - 18:00	25	0	C		66		6600	
115	I-280	WB	El Monte Rd	La Barranca Rd	1.60	4	4	0	16:40 - 17:00	21	0	C		66		5550	
114	I-280	WB	La Barranca Rd	Page Mill Rd	1.73	4	4	0	17:00 - 17:20	25	0	C		66		6600	
113.1	I-280	WB	Page Mill Rd	Alpine Rd	2.25	4	4	0	17:40 - 18:00	36	0	D		61		8790	
50	I-680	SB	Scott Creek Rd	Jacklin Rd	1.57	4	3	1	17:00 - 17:20	22	5	C	A	66	70	4360	350
49	I-680	SB	Jacklin Rd	Calaveras Blvd / SR 237	0.85	4	3	1	17:00 - 17:20	27	8	D	A	66	70	5310	560
48	I-680	SB	Calaveras Blvd / SR 237	Yosemite Dr	0.69	4	4	0	18:00 - 18:20	75	0	D		24		7200	
47	I-680	SB	Yosemite Dr	Montague Expwy	0.77	4	4	0	17:40 - 18:00	80	0	F		21		6720	
46	I-680	SB	Montague Expwy	Capitol Ave	1.00	4	4	0	18:00 - 18:20	83	0	F		20		6640	
45	I-680	SB	Capitol Ave	Hostetter Rd	0.31	4	4	0	17:00 - 17:20	89	0	F		18		6410	
44	I-680	SB	Hostetter Rd	Berryessa Rd	0.94	4	4	0	17:00 - 17:20	64	0	F		30		7680	
43	I-680	SB	Berryessa Rd	McKee Rd	1.47	4	4	0	17:40 - 18:00	48	0	E		45		8640	
42	I-680	SB	McKee Rd	Alum Rock Ave	0.64	4	4	0	18:00 - 18:20	46	0	D		47		8650	
41	I-680	SB	Alum Rock Ave	Capitol Expwy	0.31	4	4	0	17:00 - 17:20	29	0	D		65		7540	
40	I-680	SB	Capitol Expwy	King Rd	1.00	4	4	0	16:00 - 16:20	27	0	D		66		7790	
39	I-680	SB	King Rd	US 101	0.40	4	4	0	18:20 - 18:40	21	0	C		66		5550	
13	I-880	SB	Dixon Landing	SR 237	1.99	4	3	1	17:00 - 17:20	26	18	C	B	66	70	5840	1260
14	I-880	SB	SR 237	Great Mall Pkwy	0.72	3	3	0	17:40 - 18:00	22	13	C	B	66	70	4360	910
15	I-880	SB	Great Mall Pkwy	Montague Expwy	0.98	3	3	0	18:00 - 18:20	29	21	D	C	65	70	5660	1470
16	I-880	SB	Montague Expwy	E. Brokaw Rd	1.35	3	3	0	17:20 - 17:40	75	42	F	D	24	60	5400	2520
17	I-880	SB	E. Brokaw Rd	US 101	1.29	3	3	0	17:40 - 18:00	78	50	F	E	22	50	5150	2500
18	I-880	SB	US 101	N. 1st ST	0.49	3	3	0	18:00 - 18:20	101	0	F		14		4250	
19	I-880	SB	N. 1st ST	SR 87	0.40	3	3	0	18:00 - 18:20	99	0	F		14		4160	
20	I-880	SB	SR 87	Coleman Ave	0.51	3	3	0	18:00 - 18:20	76	0	F		23		5250	

Table 4.8 2014 Freeway LOS – PM Peak Period																
					Miles	Number of Lanes			Peak Photo Time	Max Density		LOS (Density)		Speed		Flow	
ID	Facility	Dir	From/To	From/To		Total	Mixed	HOV		Mixed	HOV	Mixed	HOV	Mixed	HOV	Mixed	HOV
21	I-880	SB	Coleman Ave	The Alameda	0.59	3	3	0	17:40 - 18:00	76	0	F		23		5250	
22	I-880	SB	The Alameda	N. Bascom Ave	0.82	3	3	0	17:40 - 18:00	73	0	F		25		5480	
23	I-880	SB	N. Bascom Ave	Stevens Cr	0.84	3	3	0	17:40 - 18:00	64	0	F		30		5760	
24	I-880	SB	Stevens Cr	I-280	0.41	3	3	0	17:20 - 17:40	30	0	D		65		5850	

FREEWAY GATEWAY COUNTS

Santa Clara County has four main "gateways" through which traffic flows in and out of the County from other parts of the region. Vehicle counts are collected along these gateways during the AM and PM peak periods. The data is analyzed to determine freeway demand in terms of inflows and outflows. Inflows refer to vehicles entering Santa Clara County and outflows refer to vehicles leaving Santa Clara County.

The four main gateways are served by six freeways and they are grouped as follows:

Santa Cruz Gateway: The gateway to the southwest connects Santa Clara County with Santa Cruz County. SR 17 is the primary freeway connection.

Southern Gateway: The gateway connects Santa Clara County to the southern counties of San Benito, Monterey and Merced Counties. This connection is primarily served by US 101.

Peninsula Gateway: The gateway to the northwest connects Santa Clara County to destinations on the peninsula including San Mateo, San Francisco and Marin Counties. The freeways serving this gateway are US 101 and I-280.

East Bay Gateway: The gateway to the northeast connects Santa Clara County to the East Bay Counties of Alameda, Contra Costa, San Joaquin and Stanislaus. This connection is primarily served by I-680 and I-880.

METHODOLOGY

Direct ground traffic counts are collected each year at these six freeway gateway locations at or near the county line. Vehicle counts are recorded in 15-minute intervals from 6:30 AM to 9:30 AM and 3:30 PM to 6:30 PM in each direction on a Tuesday, Wednesday or Thursday during the month of September. The one-hour period with the greatest vehicle volume recorded is considered the peak hour. The following figures and analyses in this section are based on peak hour volumes.

Gateway counts were collected at the freeway locations specified. To determine total gateway flow, a comprehensive count is needed to include urban arterials and rural roads that also carry vehicles across the countyline.

SPEED-THROUGHPUT RELATIONSHIP

Traffic engineering theory states that freeways carry the highest volumes of traffic, or achieve close to optimal flow when traffic speeds are around 30 to 35 miles per hour. At this speed, a combination of moderate speed and high vehicle density results in more vehicles passing given a count location. Above 35 miles per hour, the increasing gap between speeding vehicles decreases vehicle density and therefore, the flow rate. Below this speed, traffic is denser but the slower

speeds mean fewer vehicles are passing the count location. This results in increased vehicle density despite lower vehicle counts.

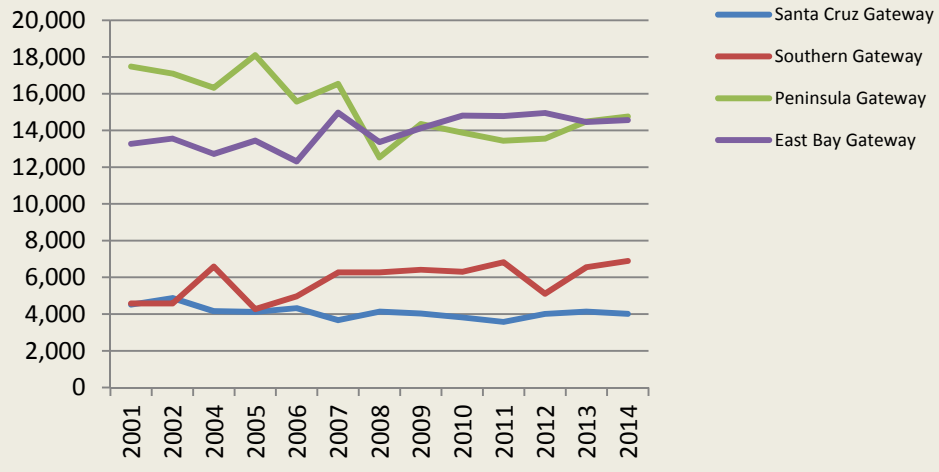
When considering the relationship between vehicle speed and vehicle volume, it should be noted that vehicle volume alone is not indicative of a change in roadway operations. Rather, increased vehicle volumes may reflect travel speeds that are approaching optimal flow, or speeds around 30-35 miles per hour.

AM PEAK HOUR INFLOW

In 2014, AM gateway inflows have increased at all gateways except for the Santa Cruz Gateway which experienced a 3 percent decrease compared to 2013. Vehicle volumes at Southern Gateway increased by 5 percent and increased by 3 percent and 1 percent for the Peninsula and East Bay Gateways, respectively. The total AM gateway inflow count is 40,220 vehicles compared to 39,624 vehicles recorded in 2013.

Figure 4.12 shows how AM inflows have varied over the last 13 years of data collection. As this figure shows, the Peninsula and the East Bay gateways have remained fairly consistent in recent years compared to findings before about 2008. The Santa Cruz and Southern gateways have also been fairly consistent but had unusual drops in 2010 and 2012, respectively.

Figure 4.12 AM Peak Hour Gateway Inflows, 2001-2014

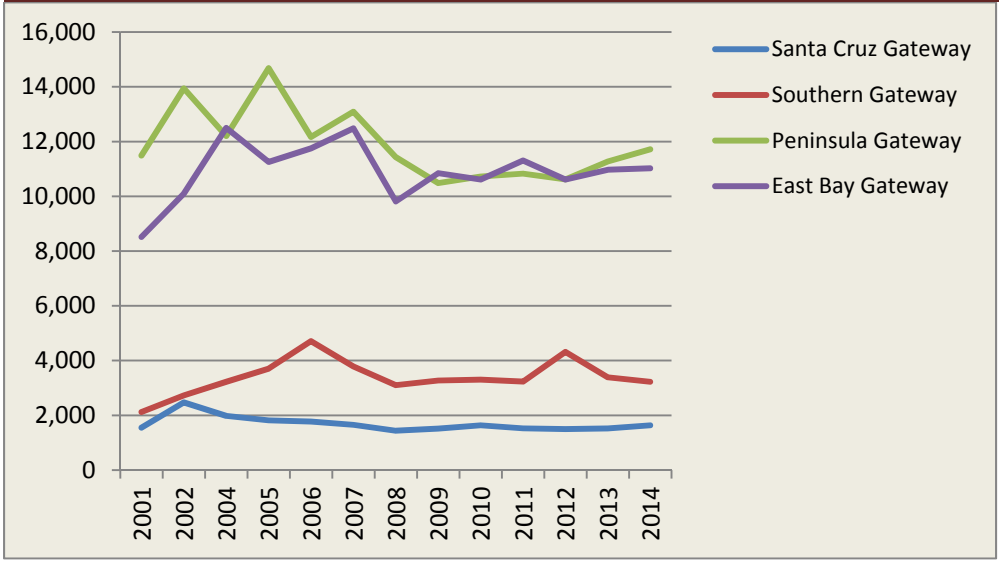


AM PEAK HOUR OUTFLOW

The trend for the outflows over the last 14 years is shown in Figure 4.13 for each of the four gateways. AM gateway outflow counts have been consistent over the last 5 years except for the Southern Gateway, which had an unusual increase in 2012. As the figure shows, results from the

2012 are relatively similar to AM outflows from the past four years with the exception of exiting volumes to the South which slightly decreased in 2012.

Figure 4.13 AM Peak Hour Gateway Outflows, 2001-2014

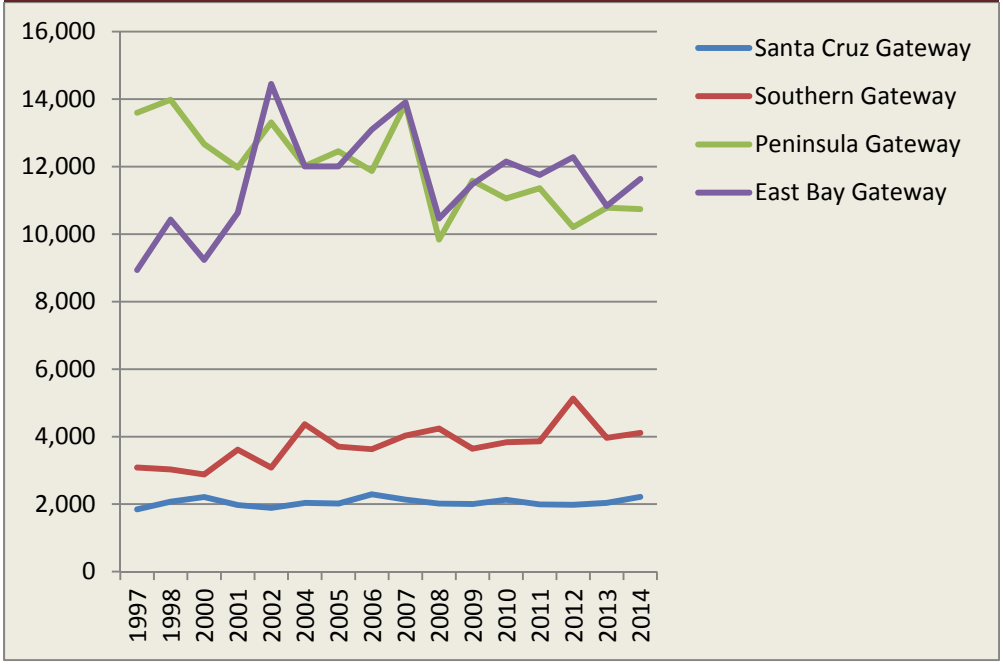


PM PEAK HOUR INFLOW

The total inflow gateway volumes during the PM peak hour increased by 3.9% over 2013 volumes. Total outflow volumes showed the opposite with a slight 0.5% decrease in volume for vehicles leaving Santa Clara County via the six freeways. This has resulted in a change from about 0.75 entering vehicles for every exiting vehicle in 2013 to 0.78 in 2014. These numbers account only for the volumes on freeways at each gateway, and are not intended as total gateway flows.

As Figure 4.14 shows, results from 2014 generally fall somewhere in the middle compared to the previous 18 years of data collection. While there is variation from year to year, inflow from the Peninsula has been trending down, while inflow from the East Bay and the South has been increasing. Entering volume from the Santa Cruz gateway has remained flat. For the Peninsula Gateway, inflow volumes also decreased by less than 1 percent. Gateway volumes for the East Bay, Santa Cruz and Southern increased during the PM peak hour by 7, 9, and 4 percent, respectively. In 2014, the total PM inflow volume is 28,699 volumes, an increase of 4 percent compared to total 2013 volumes.

Figure 4.14 PM Peak Hour Gateway Inflows, 1997-2014

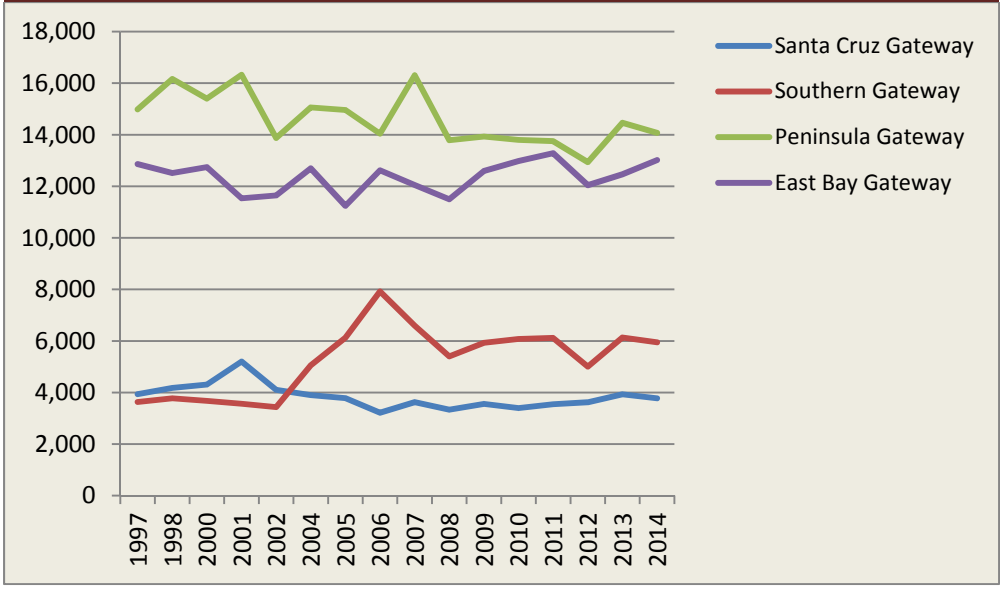


PM PEAK HOUR OUTFLOW

Outflow volume during the PM peak period decreased for all gateways except for the East Bay Gateway which increased by 4 percent. Vehicle volumes were down by 3, 4 and 3 percent for Peninsula, Santa Cruz and Southern Gateways. The 2014 PM outflow volume is 36,816, a decrease of 1 percent from 2013's total volume of 36,696.

The trend for the outflows over the last 19 years is shown in Figure 4.15 for each of the four gateways. The Southern gateway experienced significant growth between 2001 and 2006 but has remained relatively level since 2008 with an outlier dip in 2012. The Santa Cruz gateway experienced growth until 2001. In 2005, its volume dropped to roughly 1996 levels, and it has remained constant since then. Exiting volumes to the Peninsula showed large variation until 2008 and have been relatively consistent since then other than a notable drop in 2012. The 2014 exiting volumes to the Peninsula show a slight decrease of 2.7% from 2013 volumes. East Bay gateway volumes have fluctuated over the years data has been collected, and they generally account for about 12,500 vehicles in the PM peak with higher values before 2000 and some growth between 2008 and 2014.

Figure 4.15 PM Peak Hour Gateway Outflows, 1997-2014



INFLOWS VS. OUTFLOWS

In the AM peak period, traffic flowing into Santa Clara County exceeded outflows for all four gateways as shown in Figure 4.16. Nearly 75 percent of vehicles entering Santa Clara County are from the Peninsula and East Bay Gateways, with inflow volumes of 14,756 and 14,561, respectively.

As shown in Figure 4.17, the traffic flow is reverse for the PM peak period, with the exception of the Southern and East Bay Gateways which experienced slightly higher inflows than outflows.

Figure 4.16 2014 AM Gateway Inflow vs. Outflow

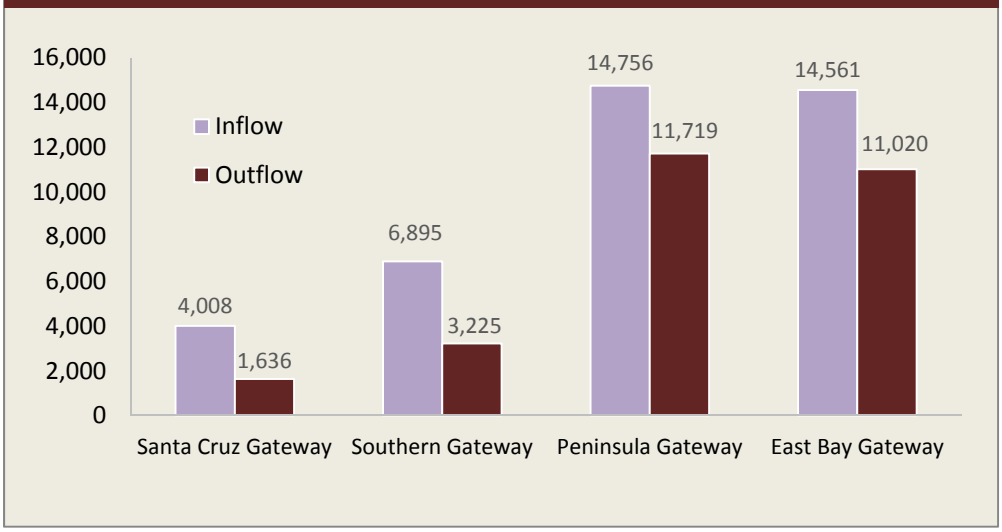
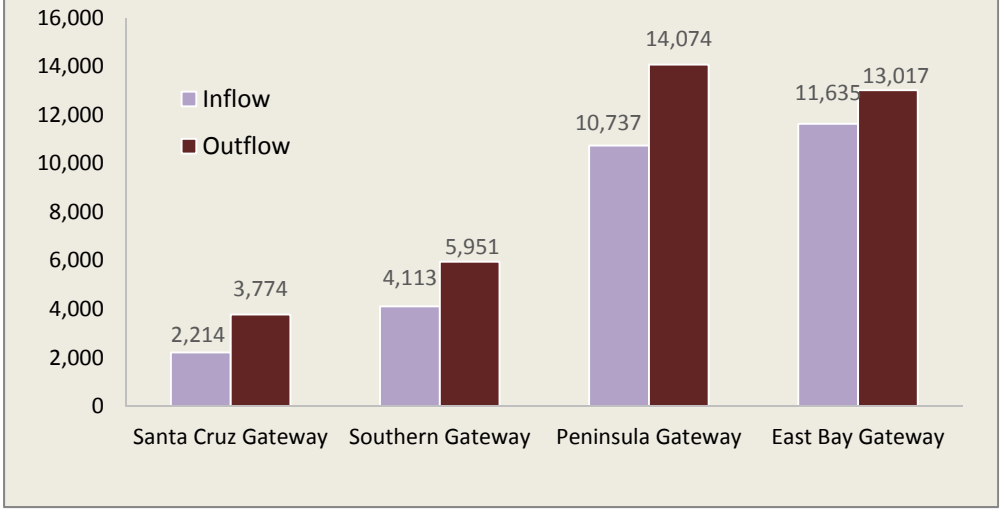


Figure 4.17 2014 PM Gateway Inflow vs. Outflow



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5 RURAL HIGHWAY

INTRODUCTION

There are seven state-operated rural highways in Santa Clara County (Table 5.1). VTA monitors level of service (LOS) on these routes by measuring traffic volumes along one or more segments.

TABLE 5.1 | RURAL HIGHWAY COUNT LOCATIONS

#	Roadway	Location
1	SR 35	North of SR 9
2	SR 35	South of SR 9
3	SR 9	West of Sanborn Rd.
4	SR 9	South of Big Basin Rd.
5	Saratoga/Sunnyvale Rd*	North of Big Basin Rd.
6	SR 130 (Mt. Hamilton Rd.)	East of Clayton Rd.
7	SR 152	West of Santa Teresa Bl.
8	SR 152*	West of Holsclaw Rd.
9	SR 25	South of Bloomfield Av.
10	SR 156	South of SR 152
11	SR 152*	East of SR 156
12	SR 9	East of SR 35

*Multilane roadways

LEVEL OF SERVICE DEFINITIONS

LOS procedures outlined in the 2000 HCM use the measures of percent time-spent following and average travel speed. These are determined using appropriate inputs for peak-hour and peak-15-minute traffic volumes, the percentage split between the two directions of traffic, the percentage of trucks in the traffic flow, and the type of terrain. LOS definitions are shown in Table 5.2. Class I highways are those on which motorists expect to travel at relatively high speeds, and include those that are primary arterials and daily commuter routes. Class II are facilities where lower speeds are expected and serve shorter routes. Additionally there are three multilane highways and LOS is based on density and derived from inputs such as number of lanes, volume, and percent trucks.

TABLE 5.2 | RURAL HIGHWAY LEVEL OF SERVICE DEFINITIONS (CLASS I)

Level of Service	Percent Time-Spent Following	Average Travel Speed (mph)	Description
A	<=35	>55	Highest quality of traffic service, when motorists are able to travel at their desired speed. The passing frequency required to maintain these speeds has not reached a demanding level, so that passing demand is well below passing capacity, and platoons of three or more vehicles are rare.
B	>35 – 50	>50 – 55	The demand for passing to maintain desired speeds becomes significant and approximates the passing capacity at the lower boundary of LOS B. Drivers are delayed in platoons up to 50 percent of the time.
C	>50 – 65	>45 – 50	Further increases in flow exist, resulting in noticeable increases in platoon formation, platoon size, and frequency of passing impediments. Unrestricted passing demand exceeds passing capacity. At higher volumes the chaining of platoons and significant reductions in passing capacity occur. Although traffic flow is stable, it is susceptible to congestion due to turning traffic and slow-moving vehicles.
D	> 65 - 80	> 40 – 45	Unstable traffic flow. The two opposing traffic streams begin to operate separately at higher volume levels, as passing becomes extremely difficult. Passing demand is high, but passing capacity approaches zero. Mean platoon sizes of 5 to 10 vehicles are common.
E	>80	<= 40	Passing is virtually impossible, and platooning becomes intense, as slower vehicles or other interruptions are encountered.
F	Whenever flow rate exceeds capacity		Heavily congested flow with traffic demand exceeding capacity. Volumes are below capacity, and speeds are below capacity as well.

METHODOLOGY

Traffic counts were conducted at the 12 rural highway locations during September and October of 2014. Two-lane highway traffic counts used automatic hose counters which recorded directional traffic classification volumes by 15-minute increments. Multilane highways were too large to use tube counters, therefore, these counts were conducted using video recordings. At each location, the traffic counters recorded data on three consecutive days, Tuesday through Thursday. The one-hour period that recorded the greatest total vehicle volume is considered the peak period and is used for this analysis.

Automatic hose counters are used to measure vehicle counts by the number of times the hose is depressed by traveling vehicles. Since hose counters cannot measure the direction of a vehicle

or distinguish the difference between a four-axle truck and two cars, the LOS procedure in the 2000 *Highway Capacity Manual (HCM)* is used to produce a more accurate count. Specifically, the 2000 HCM LOS procedure is used to measure the percent time-spent following and average travel speed, with appropriate inputs for peak hour and peak 15 minute traffic volumes, the percentage split between the two directions of traffic, the percentage of trucks in the traffic flow, and the type of terrain. Table 5.3 summarizes the LOS analysis inputs used for the 12 rural highway segments.

TABLE 5.3 | RURAL HIGHWAY ASSUMPTIONS

No.	Location	# of Lanes	Type of Terrain	Start of Peak Hour	Peak Direction[1]	Direction Split[1]	PHF[1]	Percent Trucks[2]
1	SR 35 N. of SR 9	2	Rolling	5:30 PM	SB	84/16	0.78	6
2	SR 35 S. of SR 9	2	Rolling	4:00 PM	SB	57/43	0.88	7
3	SR 9 W. of Sanborn	2	Rolling	5:00 PM	WB	68/32	0.88	6
4	SR 9 S. of Big Basin	2	Level	7:30 AM	NB	76/24	0.90	7
5	Saratoga-Sunnyvale Road N. of Big Basin Way	4	Level	7:30 AM	NB	69/31	0.75	2
6	SR 130 E. of Clayton	2	Level	5:15 PM	EB	51/49	0.63	7
7	SR 152 W. of S. Teresa Bl.	2	Level	3:45 PM	EB	53/47	0.87	16
8	SR 152 W. of Holsclaw Rd.	4	Level	4:45 PM	EB	72/28	0.87	13
9	SR 25 S. of Bloomfield Av.	2	Level	4:15 PM	SB	66/34	0.98	13
10	SR 156 S. of SR 152	2	Level	5:45 PM	SB	83/17	0.83	34
11	SR 152 E. of SR 156	4	Level	4:30 PM	EB	62/38	0.95	17
12	SR 9 E. of SR 35	2	Rolling	6:45 AM	EB	88/12	0.86	4

[1]These factors were calculated for the peak hour of the day with highest ADT.
[2]Percent of buses and trucks obtained from 3-day classification counts.

DATA ANALYSIS

The traffic volumes in Table 5.4 reflect the peak hour volume of the surveyed day with the highest daily volume. Consistent with previous monitoring reports, the 2014 results are compared to volumes in previous years.

Overall, volumes on the 12 rural highway segments are lower than they were in 2012 and have been decreasing since about 2009. Segments with traffic volumes decreases of more than 10% since 2012 include:

- #2 State Route 35 south of SR 9 – from 83 in 2012 to 70 in 2014, a decrease of 16%.
- #3 SR 9 west of Sanborn Road – from 246 in 2012 to 212 in 2014, a decrease of 14%.
- #10 State Route 156 south of SR 152 – from 1,134 in 2012 to 891 in 2014, a decrease of 21%.

Segments increasing traffic volume by 10% or more include:

- #7 State Route 152 west of Santa Teresa from 607 in 2012 to 680 in 2014, an increase of 12%.
- #11 State Route 152 east of State Route 156 - from 2,529 in 2012 to 2,853 in 2014, an increase of 13%.

The remaining segments only had minimal changes (<10%) in traffic volumes since 2012. None of the segments experienced volumes that were outside of the range observed in traffic volumes since 1991.

The following segments had a change in LOS between 2012 and 2014:

- Saratoga-Sunnyvale Road north of Big Basin (#5) went from LOS A to LOS B – an increase in volumes in the peak direction (decrease in off-peak) and a change in the free-flow speed to better match field conditions in 2014 resulted in this LOS change.
- State Route 152 West of Holsclaw (#8) went from LOS E to LOS B – Facility was analyzed this year as a multilane highway rather than a two-lane highway to better match field conditions in 2014 resulting in the LOS change. State Route 152 does not become a two-lane rural highway until east of Holsclaw Road.
- State Route 9 East of State Route 35 (#12) went from LOS B to LOS C – a change in the directional distribution of traffic with a higher proportion heading in the peak direction in addition to some adjustments to free flow speed and geometry to better match field conditions in 2014 resulted in this change in LOS.

TABLE 5.4 | RURAL HIGHWAYS LEVEL OF SERVICE

#	Location	2000	2001	2002	2004	2005	2006	2007	2008	2009	2010	2012	2014
1	State Route 35	288	160	156	143	131	134	145	129	127	121	154	169
	N. of SR 9	B	B	A	B	B	B	B	B	A	A	B	B
2	State Route 35	111	62	69	86	85	125	101	91	96	66	83	70
	S. of SR 9	A	A	A	A	A	A	A	A	A	A	A	A
3	State Route 9	362	367	332	286	259	305	278	226	291	306	246	212
	W. of Sanborn	C	C	B	B	B	B	B	B	B	B	B	B
4	State Route 9	1,986	1,528	1,499	1,441	1,432	1,720	1,588	1,397	1,539	1,537	1,342	1, 255
	S. of Big Basin	E	E	E	D	E	E	E	E	E	E	D	D
5*	Saratoga-Sunnyvale	1,302	2,006	2,316	1,579	1,539	1,544	1,842	1,464	1,528	1,527	1,451	1,408
	N. of Big Basin	D	E	F	E	E	E	E	E	E	E	A	A
6	Hamilton Rd. (SR 130)	70	59	59	55	50	60	54	54	72	44	45	45
	E. of Clayton	A	A	A	A	A	A	A	A	A	A	A	A
7	State Route 152	664	754	802	707	536	831	779	748	769	699	607	680
	W. of Santa Teresa	C	C	C	C	C	D	D	D	C	C	C	C
8**	State Route 152	2,017	1,904	2,883	1,979	1,890	1,554	2,032	1,839	1,865	1,617	1,712	1,608
	W. of Holsclaw	F	E	F	E	E	E	E	E	E	E	E	B
9	State Route 25	2,122	2,662	3,882	1,964	1,997	1,959	2,078	2,044	1,974	1,958	2,213	1,918
	S. of Bloomfield	E	F	F	E	E	E	E	E	F	E	E	E
10	State Route 156	1,005	715	1,565	1,137	1,171	964	1,360	1,006	1,080	1,143	1,134	891
	S. of SR 152	D	D	E	D	D	D	D	D	D	D	D	D
11***	State Route 152	2,341	2,697	3,916	2,856	2,812	2,157	2,750	2,656	2,722	2,692	2,554	2,853
	E. of SR 156	B	B	C	C	C	B	B	C	C	B	B	B
12	State Route 9	406	479	446	274	273	352	296	286	288	269	260	241
	E. of SR 35	B	B	B	B	B	C	B	B	B	B	B	C

Volume is the peak hour two-way volume and 1991 is the baseline year.
*Saratoga-Sunnyvale Road north of Big Basin Way was evaluated as a two-lane highway until 2012 and as a four-lane divided highway starting in 2012.
**State Route 152 West of Holsclaw was evaluated as a two-lane highway until 2012 and as a four-lane divided highway starting in 2014.
***State Route 152 east of SR 156 was evaluated as a two-lane highway in 1991 and as a four-lane divided highway after 1991.

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6 EXPRESSWAY STUDY

INTRODUCTION

The expressway study analyzes travel times collected by the Santa Clara County Roads and Airports Department. The study measures travel time, average travel speed and the number of vehicle stops for each of the eight expressways in Santa Clara County.

METHODOLOGY

Santa Clara County Roads and Airports Department staff measured travel time and speed using floating vehicles outfitted with global positioning satellite (GPS) equipment. Times were collected for both directions of travel during the morning (6:30 AM to 9:30 AM) and evening (3:30 PM to 6:30 PM) peak periods. Staff drives the length of the expressway to collect between two and five data samples. The data collected is averaged, providing four data sets for each expressway: AM Northbound/Eastbound, AM Southbound/Westbound, PM Northbound/Eastbound, and PM Southbound/Westbound.

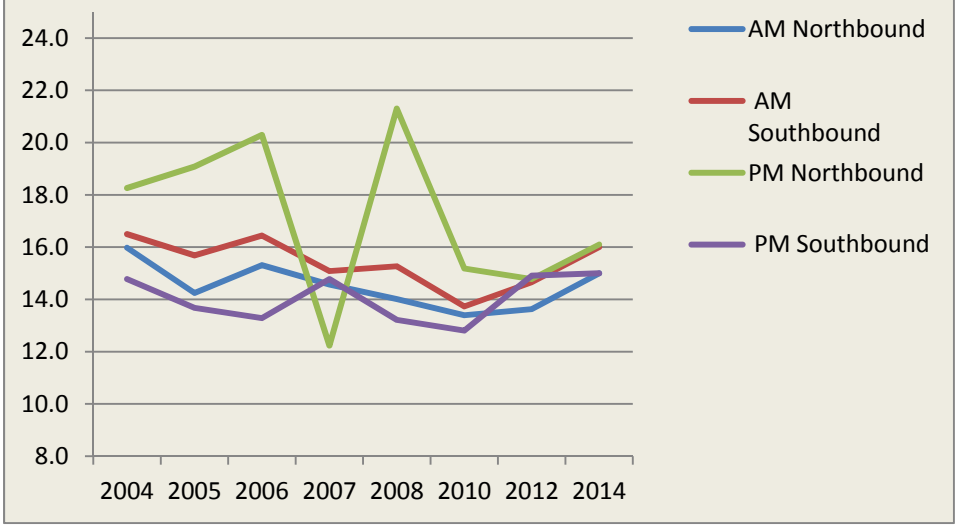
The following figures show the average travel speeds for each expressway from 2002 to 2012 (expressway data was not collected in 2003, 2009, 2011 and 2013). Table 6.1 shows the overall average travel time and average number of stops (number of times traffic came to zero miles per hour during the expressway run) for the years 2006 to 2014.

It is important to note that this analysis is based on a relatively small set of samples. As such, a healthy margin of error should be applied with analyzing the data.

ALMADEN EXPRESSWAY

As shown in Figure 6.1, travel times for Almaden Expressway increased for both directions in the AM and PM peak period. The AM northbound direction experienced a ten percent growth in travel time, from 13.6 minutes in 2012 to 15.0 minutes in 2014.

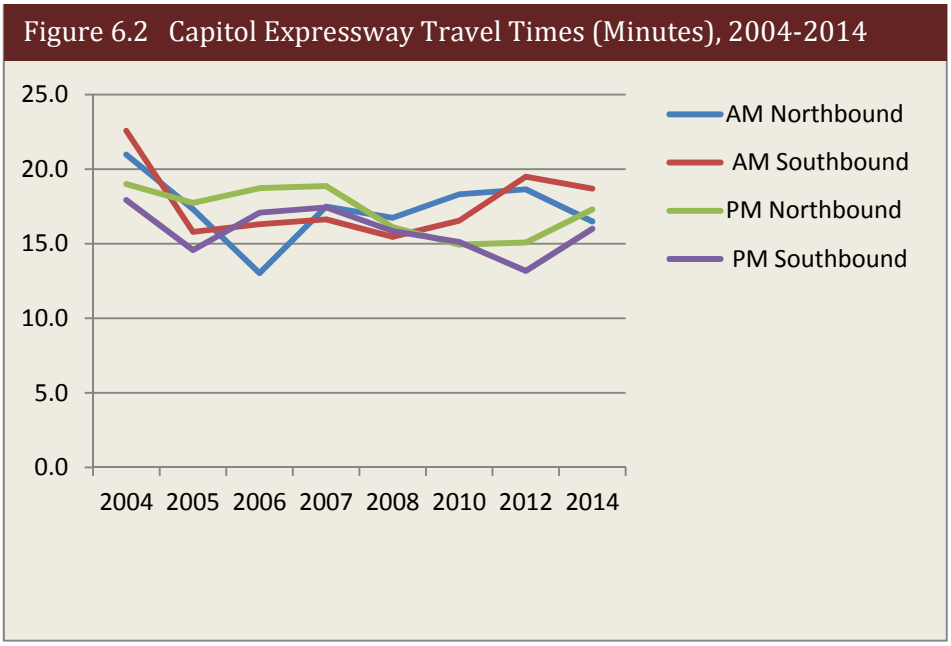
Figure 6.1 Almaden Expressway Travel Times (Minutes), 2004-2014



CAPITOL EXPRESSWAY

As shown in Figure 6.2, both PM travel directions showed moderate increases in travel times. Both AM travel direction recorded a slight improvement in travel time, with the AM northbound direction decreasing from 18.7 minutes to 16.5 minutes in the northbound direction in 2014. The PM peak periods saw increases of 15.6 percent in the northbound direction and 21% percent in the southbound direction.

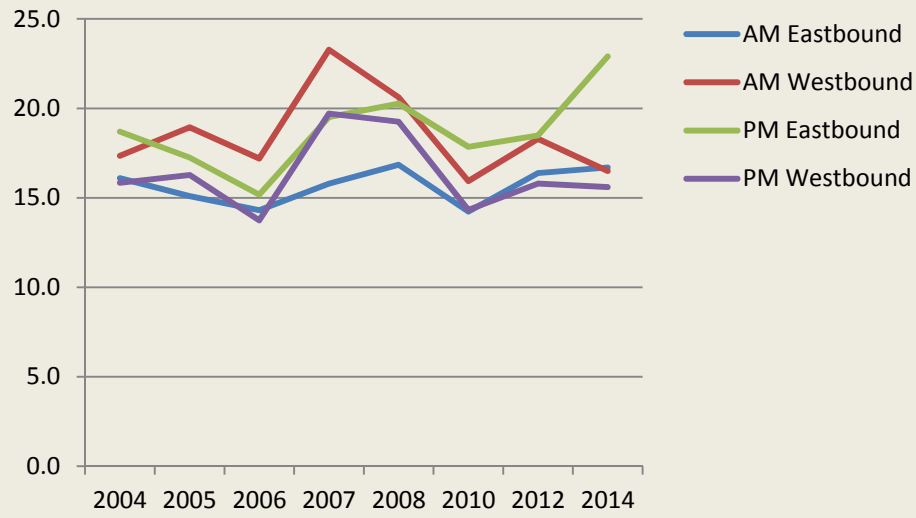
Figure 6.2 Capitol Expressway Travel Times (Minutes), 2004-2014



CENTRAL EXPRESSWAY

Travel times on Central Expressway in 2014 decreased in the westbound directions in the AM and PM peak periods. As shown in Figure 6.3, travel times during the AM peak increased slightly in the AM peak period, from 16.4 to 16.7 minutes in the eastbound direction. The PM travel times increased by 24 percent in the eastbound direction.

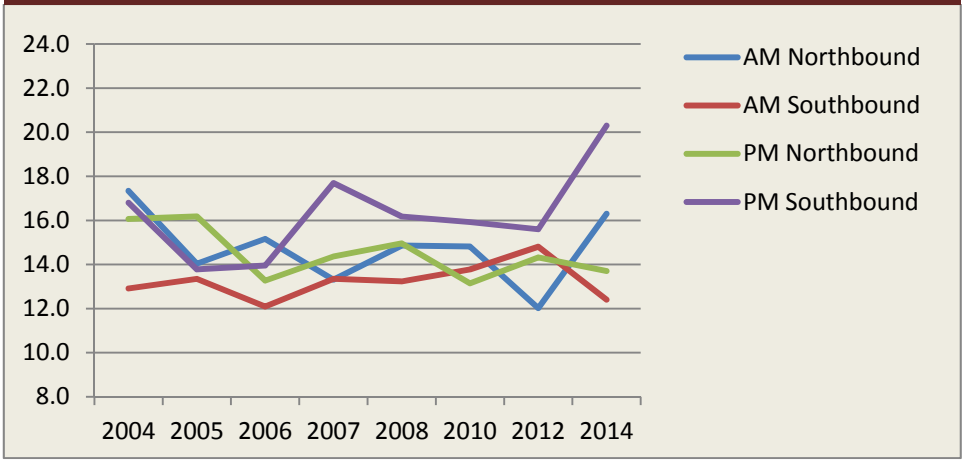
Figure 6.3 Central Expressway Travel Times (Minutes), 2004-2014



FOOTHILL EXPRESSWAY

As shown in Figure 6.4, travel times for Foothill Expressway decreased in the AM southbound and PM northbound direction while the AM northbound and PM southbound directions recorded large increases in travel time. The most noticeable increases in travel time were experienced in the AM northbound direction and PM southbound direction which increased from 36 percent and 30 percent, respectively, in 2014.

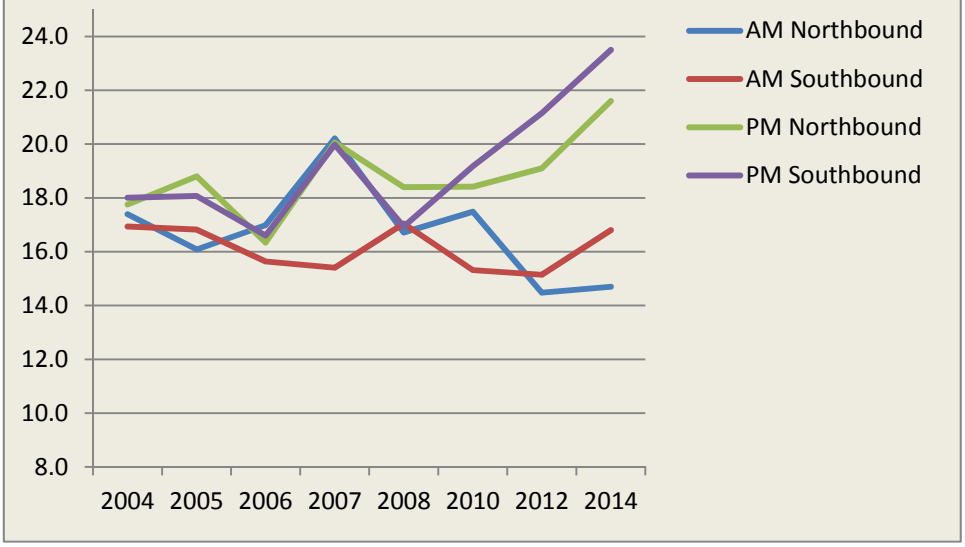
Figure 6.4 Foothill Expressway Travel Times (Minutes), 2004-2014



LAWRENCE EXPRESSWAY

As shown in Figure 6.5, all travel directions along Lawrence Expressway recorded increases in travel times with the southbound direction in the PM peak period increasing from 21.2 minutes to 23.5 minutes in 2014. Travel times during the AM and PM peak in both directions increased slightly by 2 and 13 percent in the northbound and southbound directions, respectively. With the exception of the PM southbound direction, the number of stops recorded increased in number.

Figure 6.5 Lawrence Expressway Travel Times (Minutes), 2004-2014

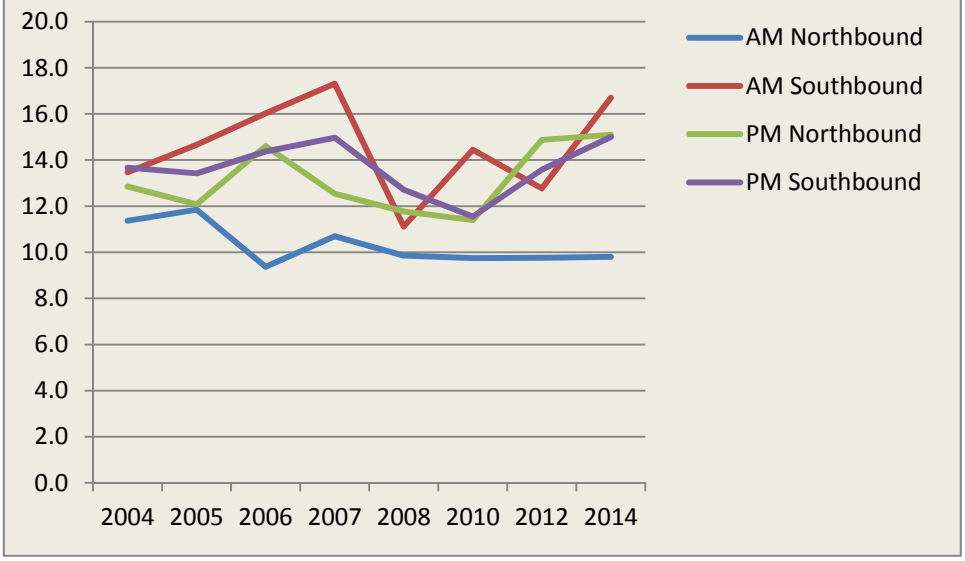


MONTAGUE EXPRESSWAY

As shown in Figure 6.6, travel times increased for both southbound directions in the AM and PM peak period. The AM southbound direction increased by 31 percent while the PM southbound

direction increased by 10 percent. Only the AM northbound direction experienced travel times at the same level as 2012. Travel time in the PM northbound direction increased slightly between travel times in 2012 and 2014.

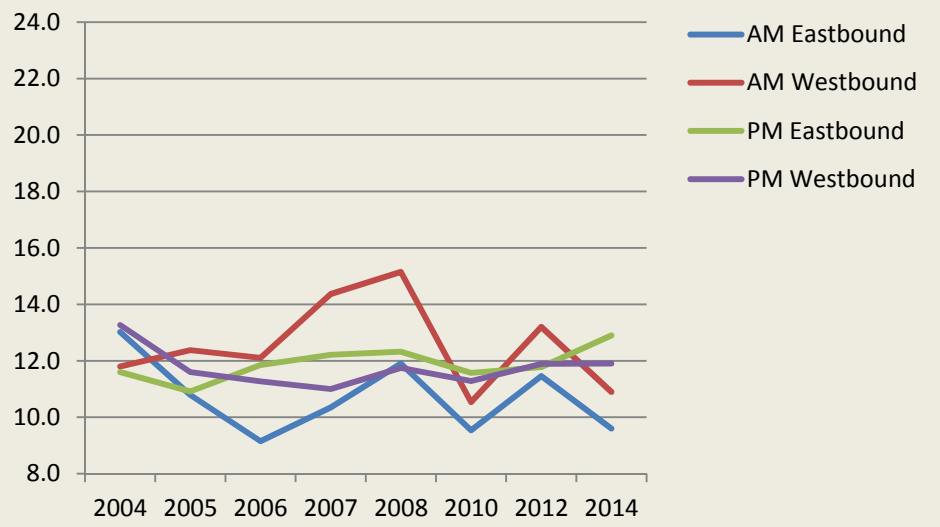
Figure 6.6 Montague Expressway Travel Times (Minutes), 2004-2014



PAGE MILL/OREGON EXPRESSWAY

Travel times on Page Mill/Oregon Expressway in 2014 increased for the eastbound travel direction in the PM peak periods. However, the other travel directions remained the same or decreased. As shown in Figure 6.7, travel times for the eastbound and westbound directions in the AM peak decreased by 16 and 17 percent, respectively. In the PM peak, the eastbound direction increased by 10 percent, while the westbound direction remained relatively the same.

Figure 6.7 Page Mill/Oregon Expressway Travel Times (Minutes), 2004-2014



SAN TOMAS EXPRESSWAY

As shown in Figure 6.8, travel times for San Tomas Expressway increased for all directions in both AM and PM peak periods. The AM northbound direction recorded a slight increase in travel time from 21.1 to 23.8 minutes while the PM peak increased from six percent to sixteen percent in 2014.

Figure 6.8 San Tomas Expressway Travel Times (Minutes), 2004-2014

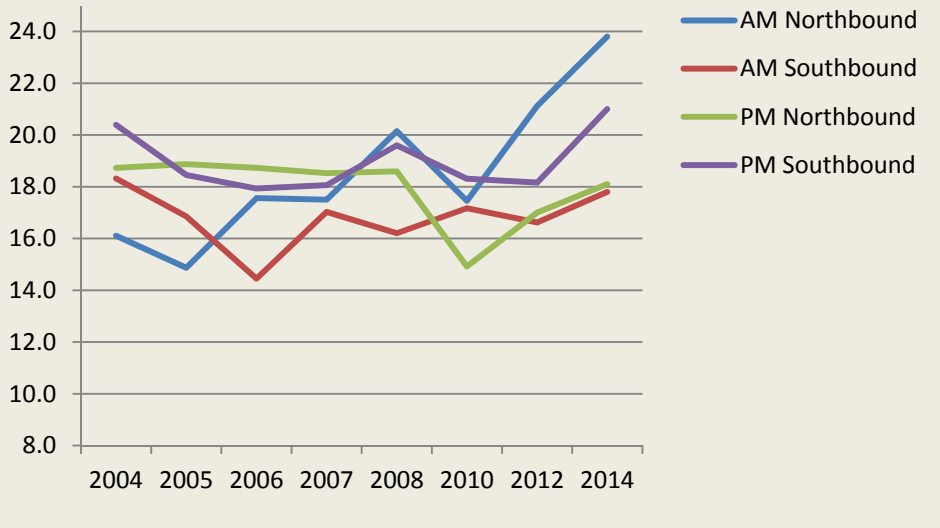


TABLE 6.1 | EXPRESSWAY TRAVEL SPEEDS, TRAVEL TIMES, AND STOPS, 2007-2014

		2007			2008			2010			2012			2014		
Expressway	Direction	Speed (mph)	Travel Time (min)	Stops	Speed (mph)	Travel Time (min)	Stops	Speed (mph)	Travel Time (min)	Stops	Speed (mph)	Travel Time (min)	Stops	Speed (mph)	Travel Time (min)	Stops
Almaden Expressway	AM NB*	35.1	14.6	5.3	36.5	14.0	3.3	36.5	13.4	3.8	37.5	13.6	3.8	34.2	15.0	4.8
	AM SB	33.9	15.1	6.3	33.5	15.3	7	33.5	13.7	4.8	34.9	14.7	6.3	32.0	16.0	7.3
	PM NB	41.8	12.2	2.3	24	21.3	8	24	15.2	6.3	34.6	14.8	4.3	31.9	16.1	6.3
	PM SB*	34.6	14.8	6.3	38.7	13.2	1.3	38.7	12.8	2.8	34.3	14.9	4.5	34.1	15.0	5.3
Capitol Expressway	AM NB*	28.9	17.5	7.7	30.2	16.7	5.3	30.2	18.3	7.7	27.1	18.7	7	30.6	16.5	6.7
	AM SB	30.4	16.6	5.7	32.7	15.5	3.6	32.7	16.6	7.3	25.9	19.5	8	27.0	18.7	7
	PM NB	26.8	18.9	7.5	31.4	16.1	3	31.4	14.9	5.3	33.5	15.1	5.3	29.2	17.3	5.7
	PM SB*	29	17.4	6.7	31.9	15.9	2.8	31.9	15.1	5.6	38.4	13.2	3.7	31.5	16.0	5.6
Central Expressway	AM EB*	36.7	15.8	4.7	34.4	16.8	3.5	34.4	14.2	5	35.4	16.4	4.3	34.7	16.7	7
	AM WB	24.9	23.3	12.7	28.1	20.6	6.3	28.1	15.9	5	31.7	18.3	6	35.1	16.5	4.7
	PM EB*	29.7	19.5	10	28.6	20.3	9.3	28.6	17.8	8.3	31.4	18.5	7	25.3	22.9	7.3
	PM WB	29.4	19.7	9.3	30.1	19.3	7.7	30.1	14.3	5.7	36.7	15.8	4.3	37.2	15.6	6.3
Foothill Expressway	AM NB*	32.7	13.3	4.7	29.3	14.9	5	29.3	14.8	5.8	36.2	12.0	5.3	26.7	16.3	7.8
	AM SB	32.6	13.4	5.7	32.9	13.2	4.7	32.9	13.8	6	29.4	14.8	6.5	35.1	12.4	6
	PM NB	30.3	14.4	6.3	29.1	15.0	7.7	29.1	13.1	5.3	30.4	14.3	5.3	31.7	13.7	5.8
	PM SB*	24.6	17.7	11.3	26.9	16.2	7.7	26.9	15.9	8	27.9	15.6	7.3	21.4	20.3	11
Lawrence Expressway	AM NB*	25.3	20.2	10.7	30.6	16.7	6.4	30.6	17.5	8.8	35.3	14.5	4.8	34.9	14.7	5.7
	AM SB	33.2	15.4	6	30	17.0	7.3	30	15.3	5	33.8	15.1	6	30.5	16.8	6.7
	PM NB	25.5	20.1	11.5	27.8	18.4	7.9	27.8	18.4	9	26.8	19.1	8.7	23.6	21.6	10.7
	PM SB*	25.6	20.0	8.7	30.2	16.9	4.5	30.2	19.2	9.5	24.2	21.2	10	21.8	23.5	7.7
Montague Expressway	AM NB*	34	10.7	3.5	36.9	9.9	3	36.9	9.7	4.3	37.3	9.8	3.3	37.1	9.8	3.3
	AM SB	21	17.3	9.3	32.7	11.1	3.2	32.7	14.5	7	28.5	12.8	6.8	21.7	16.7	10
	PM NB*	29	12.5	4.7	30.9	11.8	3	30.9	11.4	4.2	24.5	14.9	7.2	24.1	15.1	7.8
	PM SB	24.3	15.0	7.3	28.6	12.7	4	28.6	11.6	4.5	26.8	13.6	6.5	24.2	15.0	7.5
Page Mill Road/Oregon Expressway	AM EB*	26.8	10.3	5.5	26.8	11.9	6	23.3	9.5	4	24.2	11.5	7	28.9	9.6	4
	AM WB	19.3	14.4	9.8	19.3	15.2	9.3	18.3	10.5	5	21.0	13.2	7.5	25.5	10.9	5.6
	PM EB	22.7	12.2	6.5	22.7	12.3	6.3	22.5	11.6	5.6	23.5	11.8	5.5	21.6	12.9	8.2
	PM WB*	25.2	11.0	5.6	25.2	11.7	7.6	23.6	11.3	5.8	23.3	11.9	5.8	23.3	11.9	7
San Tomas Expressway	AM NB*	28.9	17.5	7.7	28.9	20.1	9.7	25.1	17.5	7.8	23.9	21.1	10	21.2	23.8	10
	AM SB	29.7	17.0	7.5	29.7	16.2	6	31.2	17.2	9.5	30.4	16.6	8	28.4	17.8	7
	PM NB	27.3	18.5	7.5	27.3	18.6	7	27.2	14.9	5	29.7	17.0	8	27.9	18.1	11
	PM SB*	28	18.1	7.3	28	19.6	8	25.8	18.3	8.4	27.8	18.2	7.3	24.0	21.0	10

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7 Bicycle and Pedestrian Counts

INTRODUCTION

For the 2014 Monitoring Report, VTA collected p.m. peak bicycle and pedestrian counts at 251 CMP intersections. The same effort was done for the first time for the 2012 Monitoring and Conformance Report. Due to lack of baseline data for analysis, the bicycle and pedestrian counts at CMP intersections were not reported in 2012 Monitoring and Conformance report. In 2014, VTA also selected twenty new intersections for 12-hour bicycle and pedestrian counts.

BICYCLE COUNT ANALYSIS

Since 2006, every two years the CMP Monitoring & Conformance Reports have published bicycle and pedestrian counts at ten locations that were selected based on expected high-volume of usage, locations where land use is planned to be intensified and pedestrian activity increased, locations on the cross-country bicycle corridors network and locations of future bicycle corridor gap closures. However, the data that collected in these ten locations had limited use in countywide planning efforts.

In 2014, VTA replaced these ten locations with twenty new locations for 12-hour counts. The twenty new locations were selected based on land use typology, and will assist VTA in identifying the bicyclist and pedestrian travel behavior and peak travel time in these different land use typologies. Over time, data from these locations can support countywide planning efforts and VTA's Travel Demand Model by providing a more accurate understanding of pedestrian and bicycle activity. The twenty count locations represent the following land use typologies:

- Downtown
- Suburban residential
- Rural residential
- Office parks
- Commercial/commercial-industrial corridors

Table 7.1 identifies these 20 new count locations and their associated land use typology.

BICYCLE/PEDESTRIAN COUNT METHODOLOGY

Bicyclists and pedestrians were counted per standard traffic data collection methods. All bicycle turning movements were recorded; therefore bicycle counts represent the true number of bicyclists traversing an intersection during the data collection period. Pedestrians were counted as they crossed each leg of the intersection. This methodology is useful when estimating pedestrian risk at an intersection, but it does not reflect the true number of pedestrians at an

intersection. Pedestrians that do not cross the street are not included in the count, and pedestrians that cross more than one leg of an intersection are counted more than once. Therefore, the count data may either under- or overestimate the number of pedestrians at an intersection. In the future, VTA will develop correction factors for selected intersections to provide a better estimate of pedestrian activity levels at specific locations. The bicycle and pedestrian count data were collected at the 251 CMP intersections during the peak afternoon time on a weekday on September or October 2014. The peak afternoon commute period was defined as either 4-6 or 4:30-6:30 p.m.

TABLE 7.1 | 2014 BICYCLE AND PEDESTRIAN COUNT LOCATIONS

Land Use Typology	New 12-Hour Bicycle/Pedestrian Count Locations (20)				
Downtown	San Jose – Santa Clara St. & Third St.	Palo Alto – University Av. & Bryant St.	Campbell – Campbell Av. & First St.	Gilroy – Monterey St. & Fifth St.	Los Altos – Main St. & Second St.
Suburban Residential	Sunnyvale – Wolfe Rd. & Inverness Wy.	San Jose – Mabury Rd. & White Rd.	San Jose – Crossgates Ln. & McAbee Rd.	Cupertino – Blaney Av. & Rodrigues Av.	
Rural Residential	Morgan Hill – Main St. & Hill Rd.	Los Altos Hills – Concepcion Rd. & Purissima Rd.	Saratoga – Pierce Rd. & Comer Dr.		
Office Parks	San Jose – North First St. & Skyport Dr.	Santa Clara – Scott Blvd. & Bowers Av.	Sunnyvale – Maude Av. & Mary Av.	Sunnyvale – Borregas Av. & Java Dr.	
Commercial, Commercial/Industrial Corridors	San Jose – San Carlos St. & Leland Av.	Santa Clara – El Camino Real & Halford Av.	San Jose – 7th Ave. & Phelan Av.	Los Gatos – Los Gatos Blvd. & Blossom Hill Rd.	

BICYCLE COUNTS

Counts were collected at the twenty new intersections from 7 a.m. to 7 p.m. on one weekday in September, October, or November 2014. During the 12-hour count period a total of 3,998 bicycles were counted at the twenty selected intersections. The highest counts were generally in downtown areas and the lowest counts were generally in rural residential areas. The highest 12-hour count location was 794 in Palo Alto, at the intersection of Bryant Street and University Avenue.

PEDESTRIAN COUNTS

The counts have been tabulated for the maximum peak-hour within each four-hour count period (7-11 a.m., 11 a.m. to 3 p.m., and 3-7 p.m.) and are shown in Table 7.3. During the 12-hour count period a total of 28,482 pedestrian street crossings were counted at these twenty intersections. The highest counts were generally in downtown areas and the lowest counts were generally in rural residential areas. The highest 12-hour count location was 9,904 in Palo Alto, at the intersection of Bryant Street and University Avenue.

TABLE 7.2 | BICYCLE COUNTS

Location	Primary Road	Secondary Road	AM Peak Time	AM Peak Hour Counts	Midday Peak Time	Midday Peak Hour Counts	PM Peak Time	PM Peak Hour Counts	Total 12-Hours Counts
San Jose	3rd St.	Santa Clara St.	800-900	45	1245-145	73	430-530	79	596
Palo Alto	Bryant St.	University Av.	730-830	111	1115-1215	56	545-645	113	794
Campbell	First St.	Campbell Av.	915-1015	17	1245-145	11	545-645	26	123
Gilroy	Monterey St.	5th St.	700-800	7	1130-1230	10	530-630	13	93
Los Altos	2nd St.	Main St.	800-900	22	1145-1245	24	515-615	11	115
Sunnyvale	Wolfe Rd.	Inverness Wy.	1000-1100	26	145-245	15	600-700	20	166
San Jose	White Rd.	Mabury Rd.	700-800	24	200-300	10	430-530	17	128
San Jose	McAbee Rd.	Crossgates Ln.	715-815	4	145-245	8	500-600	11	53
Cupertino	Blaney Av.	Rodrigues Av.	830-930	51	1200-100	16	300-400	57	279
Morgan Hill	Hill Rd.	Main St.	700-800	2	1145-1245	15	300-400	3	35
Los Altos Hills	Purissima Rd.	Concepcion Rd.	845-945	25	1100-1200	21	530-630	27	179
Saratoga	Pierce Rd.	Comer Dr.	945-1045	15	1130-1230	14	545-645	17	92
San Jose	N. First St.	Skyport Dr.	900-1000	13	1200-100	12	415-515	14	109
Santa Clara	Bowers Av.	Scott Blvd.	915-1015	35	1100-1200	10	400-500	19	156
Sunnyvale	Mary Av.	Maude Av.	830-930	37	1145-1245	11	500-600	22	176
Sunnyvale	Borregas Av.	Java Dr.	900-1000	28	1200-100	13	600-700	19	142
San Jose	Leland Av.	San Carlos St.	830-930	20	115-215	19	545-645	37	210
Santa Clara	Halford Av.	El Camino Real	715-815	15	145-245	25	300-400	26	149
San Jose	7th St.	Phelan Av.	900-1000	22	1145-1245	13	400-500	19	136
Los Gatos	Los Gatos Blvd.	Blossom Hill Rd.	745-845	44	1115-1215	34	430-530	28	267

TABLE 7.3 | PEDESTRIAN COUNTS

Location	Primary Road	Secondary Road	AM AM Peak Time	AM Peak Hour Counts	Midday Midday Peak Time	Midday Peak Hour Counts	PM PM Peak Time	PM Peak Hour Counts	Total 12-Hours Counts
San Jose	3rd St.	Santa Clara St.	930-1030	371	1215-115	729	400-500	464	4885
Palo Alto	Bryant St.	University Av.	1000-1100	604	1200-100	1364	600-700	979	9904
Campbell	1st St.	Campbell Av.	930-1030	249	1215-115	471	600-700	509	3467
Gilroy	Monterey St.	5th St.	830-930	110	1215-115	133	330-430	109	1061
Los Altos	2nd St.	Main St.	1000-1100	349	1130-1230	548	300-400	345	3879
Sunnyvale	Wolfe Rd.	Inverness Wy.	945-1045	31	145-245	20	345-445	22	190
San Jose	White Rd.	Mabury Rd.	715-815	12	145-245	16	300-400	10	108
San Jose	McAbee Rd.	Crossgates Ln.	830-930	8	100-200	3	600-700	10	33
Cupertino	Blaney Av.	Rodrigues Av.	830-930	79	200-300	28	315-415	79	425
Morgan Hill	Hill Rd.	Main St.	915-1015	1	100-200	1	300-400	0	2
Los Altos Hills	Purissima Rd.	Concepcion Rd.	845-945	17	1130-1230	9	445-545	6	68
Saratoga	Pierce Rd.	Comer Dr.	815-915	17	145-245	2	300-400	0	22
San Jose	N. 1st St.	Skyport Dr.	1000-1100	72	1230-130	110	530-630	46	588
Santa Clara	Bowers Av.	Scott Blvd.	830-930	20	1145-1245	28	500-600	10	134
Sunnyvale	Mary Av.	Maude Av.	800-900	13	1200-100	92	330-430	30	307
Sunnyvale	Borregas Av.	Java Dr.	830-930	49	1215-115	253	515-615	83	833
San Jose	Leland Av.	San Carlos St.	715-815	277	1130-1230	130	530-630	147	993
Santa Clara	Halford Av.	El Camino Real	1000-1100	102	1115-1215	115	315-415	107	1048
San Jose	7th St.	Phelan Av.	915-1015	21	1145-1245	10	445-545	15	109
Los Gatos	Los Gatos Blvd.	Blossom Hill Rd.	745-845	371	200-300	46	300-400	44	426

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8 Multimodal Improvement Plan

BACKGROUND

The CMP legislation requires Member Agencies to prepare Deficiency Plans when CMP facilities located within their jurisdiction exceed the CMP traffic LOS standard, or when a project's Transportation Impact Analysis indicates that a violation of the LOS standard is expected to occur. In the 2013 Congestion Management Program, VTA adopted the term "Multimodal Improvement Plan (MIP)" for "Deficiency Plan" as defined in state statutes. Prior to August 2013, VTA used the term "Deficiency Plan," so this term still occurs in the Board-adopted VTA Deficiency Plan Requirements as well as two Deficiency Plans that have been prepared by cities in Santa Clara County.

Multimodal Improvement Plans identify offsetting measures to improve transportation conditions on the CMP system in lieu of making physical traffic capacity improvements such as widening an intersection or roadway. Per CMP legislation, each Multimodal Improvement Plan must include implementation of all feasible and applicable actions in the "Deficiency Action Item List," which is found in VTA's Deficiency Plan Requirements. Two Member Agencies in Santa Clara County currently have adopted Deficiency Plans: Sunnyvale has a citywide Deficiency Plan, and San José has a Deficiency Plan for North San José.

IMPLEMENTATION STATUS REPORTS

VTA's *Deficiency Plan Requirements* specify that Member Agencies with Deficiency Plans must submit a Deficiency Plan Implementation Status Report as part of the monitoring and conformance process for the CMP. These reports are intended to describe the progress on the implementation of all the improvements and actions in a Deficiency Plan. The status reports are to be based on the Implementation Monitoring Program contained in the Deficiency Plan. In addition to the status report provided for each action, the Member Agency must include a financial report on Deficiency Plan implementation.

While the Sunnyvale and North San José Deficiency Plans were adopted in 2005 and 2006, respectively, this is only the second year in which VTA enforced the requirement for these cities to submit Implementation Status Reports (the first year was 2011). Part of the impetus to request reports were that the economic climate has improved recently and new development is now occurring in both Deficiency Plan areas. VTA worked with Sunnyvale and San José staff to try to make the Status Reports as useful as possible, while minimizing Member Agency staff time requirements. The intent of the reporting process is to provide

current information to VTA as well as neighboring cities and other stakeholders on actions that are being implemented through existing Deficiency Plans in Santa Clara County.

Both Sunnyvale and San José submitted reports during this monitoring cycle, which provide a summary of the city's progress on the implementation of the actions in their Deficiency Plans. These reports cover progress during the period from adoption (2005/2006) through the 2014 Monitoring cycle; Sunnyvale's status report includes activities through February 2015, while San José's status report extends to June 2014. Future status reports will include a brief section at the start highlighting what is new since the previous year's report. A copy of the two Deficiency Plan Implementation Status Reports is included in an appendix to this Monitoring and Conformance Report.

Sunnyvale Citywide Deficiency Plan - 2014 Implementation Status Report Highlights:

The following are key highlights of the 2014 Implementation Status Report for the City of Sunnyvale's citywide Deficiency Plan:

- This Deficiency Plan covers the entire City of Sunnyvale, an area that contains 14 CMP intersections. Anticipated development in Sunnyvale (noted in the original Deficiency Plan document) includes build-out of the Sunnyvale General Plan; development of the Moffett Park Specific Plan; residential intensification in the Fair Oaks area; and residential intensification in Downtown. According to the Deficiency Plan document, combined this development will result in 12,763 new residential units, approximately 2.5 million square feet of retail space, 621,000 square feet of industrial space, and 14.8 million square feet of research and development space.
- The Implementation Status Report notes that a traffic impact fee was implemented in Sunnyvale in 2004. (This fee predated the Deficiency Plan and covers more items than just the Deficiency Plan improvements). The traffic impact fee has been reviewed and updated annually since then. The Status Report lists the funding sources for the Deficiency Plan actions and shows that a variety of sources have been used to fund actions to date, including traffic impact fees, gas tax revenues, the City's General Fund, developer contributions, and several grant funding sources.
- The City reports progress in making improvements to several CMP intersections that were identified in the Deficiency Plan as having potential future deficiencies. The actions include acquisition of right-of-way for improvements to the El Camino/Mary Avenue and Sunnyvale-Saratoga/Remington intersections; completion of the Mathilda Avenue Adaptive Traffic Control project and the Sunnyvale/Saratoga Road Adaptive Signal Control project.
- The Implementation Status Report notes that the City has made significant progress on implementation of non-auto off-setting actions. Accomplishments include addition of

bike lanes on many roadways between 2005 and 2014 (including Borregas Avenue, Caribbean Drive, Maude Avenue, Wolfe Road, a portion of Java Drive, and others); completion of conceptual design for bike lanes on other roadways (including Mary Avenue and Java Drive); completion of pedestrian and bicycle enhancements in the Fair Oaks/Tasman area; completion of Sunnyvale Caltrain North Side Access Improvements; completion of the Calabazas Creek Trail and the Borregas Avenue Bicycle/Pedestrian Bridges; 95% completion of a conceptual design study for Moffett Park Area Water District Trails; and completion of sidewalks on various streets in the Moffett Industrial Park.

- The City reports progress in implementing a number of policies and actions called for in the Deficiency Plan to improve transportation & land use integration, and manage travel demand from new development. These include City membership and participation in the Moffett Park Business Group; policies in the Downtown Specific Plan, Precise Plan for El Camino Real, Futures Study, and Fair Oaks/Tasman General Plan Amendment promoting mixed use and higher intensities near transit; approval & construction of new development in the Moffett Park Specific Plan area that is near the light rail line and includes specific auto trip reduction targets; implementation of a Sense of Place developer fee that pays for a portion of bicycle and pedestrian improvements in the Futures Study; and updated sidewalk standards.

<u>North San José Deficiency Plan - 2014 Implementation Status Report Highlights</u>:

The following are key highlights of the 2014 Implementation Status Report for the North San José Deficiency Plan:

- This Deficiency Plan accompanies the North San José Development Policy, which provides for development of up to 26.7 million square feet of industrial use, 1.7 million square feet of retail use, and 32,000 residential units. The planned development is broken into four phases, with one-fourth of the development accommodated in each phase. The North San José area is currently in Phase 1 of development.
- The Implementation Status Report notes that since Fiscal Year 2008, approximately $35.48 million in traffic impact fees has been collected for development in the North San José area; $16. 56 million of this was collected in Fiscal Years 2013-14. The report states that the main expenditure from the fees collected to date has been on CMP Intersection Improvements – in particular, improvements to Montague Expressway at North First Street. During this reporting period, the project was listed as being completed. Other projects in the Deficiency Plan have been completed or are underway, using other funding sources such as City of San José Local funds; Federal, state, or regional grant funds; or City of San José staff time.

- The City reports significant progress on implementation of non-auto off-setting actions identified in the Deficiency Plan, primarily bicycle/pedestrian trails and other bicycle improvements. These include the completion of the Lower Guadalupe River Trail (Gold to 880, 6.4 miles), completion of the Highway 237 bikeway (north side, Zanker to Coyote, 0.6 miles), completion of the North San Jose Bike Master Plan, construction of the River Oaks Separated Bike Lanes, 95% design completion for the Coyote Creek Trail (SR 237 to Tasman), and progress on environmental and engineering work for several other bicycle projects.
- The Implementation Status Report notes that the City has implemented a number of the policies called for in the Deficiency Plan to improve transportation & land use integration, and manage travel demand from new development. These adopted policies include requiring new development to construct, replace or repair sidewalks; requiring bicycle parking in all new development; maintaining priority for light rail vehicles at traffic signals; identifying Transit-Oriented Development corridors along the light rail corridor; implementation of two new land use designations in the General Plan, and implementation of a new Corporate Industrial Core Area along North First Street light rail corridor.

VTA staff reviewed the Implementation Status Reports submitted by the cities of Sunnyvale and San José during this reporting cycle, and found them to be in conformance with the CMP Deficiency Plan reporting requirement.

UPCOMING EFFORTS

As noted above, the cities of Sunnyvale and San José have made substantial progress in implementing the actions and improvements called for in their respective Multimodal Improvement Plans/Deficiency Plans. However, a number of actions in each Plan have not yet been addressed. This may be due to funding constraints, competing city priorities, or the fact that development has not progressed enough to warrant certain improvements. As the Congestion Management Agency for Santa Clara County, VTA remains committed to working with these cities to monitor progress and support the implementation of the actions in their Multimodal Improvement Plans/Deficiency Plans.

It is expected that over the next few years, several additional Member Agencies in Santa Clara County will need to prepare Multimodal Improvement Plans due to growth that is projected to impact CMP facilities. These include the following:

- City of Mountain View: In July 2012, the City adopted a new General Plan through the year 2030. The EIR transportation analysis for the General Plan found that the amount of growth under the Plan would cause Significant and Unavoidable congestion impacts on a number of CMP facilities in the City, including portions of El Camino Real and San

Antonio Road and a number of freeway segments. The General Plan includes a narrative stating that the City does not intend to widen streets or add traffic lanes as a means of improving traffic congestion, and that the City will place significant focus on strategies that manage roadway demand such as Complete Streets policies, Transit-Oriented Development, and TDM programs. VTA supports this approach, but notes that the City will likely need to prepare one or more Multimodal Improvement Plans to address the projected deficiencies identified in the EIR. In the Environmental Impact Report for the North Bayshore Precise Plan, which was adopted by the City Council in November 2014 and which lays the foundation for several million square feet of additional office/research & development space north of US 101, the City committed to preparing a "citywide multi-modal master plan, which would also serve as a deficiency plan for congestion management program (CMP) designated intersections within Mountain View." City and VTA staff is now in the process of discussing the scope and timing of this Multimodal Improvement Plan.

- City of Santa Clara: The City adopted an updated General Plan through the year 2035 in November 2010. The transportation analysis that accompanied the draft General Plan found that future development will generate additional traffic volumes that will cause congestion impacts on a number of CMP facilities in the City. The 2010-2035 General Plan includes policies to encourage travel via alternative modes by improving the efficiency of the existing transportation system, while minimizing addition of new roadways and widening of existing streets and intersections, as well as specific alternative mode supportive policies. The 2010-2035 General Plan policies identified the need for Area Development Policies and coordination with VTA to address CMP impacts. The General Plan called for several of these Area Development Policies to be adopted by 2015; however, it is VTA staff's understanding that these policies have not yet been developed. VTA will work with the City to help ensure that when they are developed, these Area Development Policies serve the purpose of a Multimodal Improvement Plan and include multimodal transportation improvements to help offset impacts on the CMP roadway system.

VTA is prepared to assist these cities, as well as all Member Agencies, in developing Multimodal Improvement Plans that meet the requirements of state law and help manage congestion and air quality and provide additional transportation options in Santa Clara County. The development of a Multimodal Improvement Plan can be an opportunity to identify multimodal transportation improvements that can help meet both city and VTA CMP goals. It is also worth noting that due to recent state legislation including SB 375 in 2009 and SB 743 CEQA reform in 2013, the emphasis of Multimodal Improvement Plans in coming years may shift towards reducing Vehicle-Miles-Traveled and auto trip generation in addition to managing congestion. VTA is actively involved in discussions regarding the

implementation of these laws, and is working to educate and assist Member Agencies as they are implemented.

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9 CONFORMANCE FINDINGS

The conformance findings for the 2014 Monitoring Program is presented below.

LAND USE SUBMISSION

All Member Agencies have complied with the CMP land use data requirement.

CMP INTERSECTIONS

VTA monitored 251 CMP intersections for level of service. Two intersections, Page Mill/Oregon Expressway at Foothill Expressway, San Tomas Expressway at Campbell Avenue, Capitol Expressway at Aborn Road, Montague Expressway at McCarthy Blvd/O'Toole Avenue and Central Expressway at De La Cruz Boulevard operated at LOS F. The former intersection operated at LOS F under the 1991 baseline conditions and is exempt from the LOS standard. The latter has been deficient since 1996.

RURAL HIGHWAYS

All rural highway segments operated at LOS E or better in 2014.

FREEWAY SEGMENTS

85 freeway segments (85 miles) operated at LOS F during the AM peak period and 74 freeway segments (70 miles) operated at LOS F in the PM peak period. Of these, 28 AM and 26 PM segments operated at LOS F in the 1991 baseline year and therefore, LOS-exempt. This results in 57 deficient AM segments and 48 deficient PM miles.

Member Agencies with deficient freeway segments located within their jurisdiction are not penalized due to the regional nature of freeway congestion. However, they are encouraged to implement strategies listed in the Immediate Implementation Action List found in the *CMP Deficiency Plan Guidelines.*

DEFICIENCY PLANS

City of Sunnyvale and City of San Jose have complied with the reporting requirement for the Deficiency Plans by submitting an updated Deficiency Plan Implementation Status Report for 2014.

SANTA CLARA
Valley Transportation Authority

Date: April 30, 2015
Current Meeting: May 14, 2015
Board Meeting: June 4, 2015

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Policy Advisory Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director of Planning and Program Development, John Ristow

SUBJECT: Development Review Quarterly Report for January - March 2015

FOR INFORMATION ONLY

BACKGROUND:

VTA's Development Review Program encompasses two separate, yet interrelated efforts to review and comment on development and transportation projects occurring in or adjacent to Santa Clara County: 1) the review of environmental documents and development proposals submitted by Member Agencies; and 2) the review of Transportation Impact Analysis (TIA) reports for proposed projects meeting the Congestion Management Program (CMP) TIA Guideline requirements.

The objectives of the Development Review Program include improving land use/transportation coordination, promoting alternative travel modes, and encouraging a balanced approach to addressing congestion. To share information and foster an open dialogue on land use and development matters with Member Agencies, VTA produces quarterly reports highlighting two sets of projects and types of information:

- **Projects Reviewed by VTA:** For projects or environmental documents reviewed by VTA staff under the Congestion Management Program and Development Review Program in the past quarter, relevant VTA comments are summarized.
- **Projects Approved by Local Agencies:** For projects or environmental documents approved by local agencies in the past quarter, relevant VTA comments and agency responses or conditions of approval are summarized.

DISCUSSION:

The following discussion provides a summary of the January through March 2015 Development Review Quarterly Report. The summary highlights key projects and topics contained in the report, which is provided as Attachment A. The report includes a table summarizing all of the

reviewed and approved projects, and a reference map showing the locations of these projects.

- VTA commented on 22 projects through the Proactive CMP process between January and March 2015. The city that received the most comment letters from VTA was San José with eleven, followed by Milpitas with three.

- Six of the 22 projects that VTA commented on involved environmental documents such as an Environmental Impact Report (EIR), Notice of Preparation (NOP), or Mitigated Negative Declaration. Twelve of the projects involved stand-alone TIA documents and the remainder consisted of site plan reviews and a Draft Housing Element.

- Sixteen of the 22 items that VTA commented on were private development projects. The remainder consisted of two educational facilities, two General Plan Amendments, an area plan, and a Housing Element Update.

- Eight projects which VTA previously commented on were approved by local agencies during this quarter. The Cities of Campbell, Milpitas and San José had the greatest number of approvals with two each.

Key plans and documents that VTA reviewed and commented on during the past quarter included the following:

- **North Gilroy Neighborhoods Urban Service Area Amendment, City of Gilroy:** The City of Gilroy circulated a Notice of Preparation (NOP) for an Urban Service Area Amendment to allow 3,996 residential units, 16 acres of neighborhood commercial, and two schools on a 704-acre site generally bounded by Monterey Highway, Fitzgerald Avenue, Santa Teresa Boulevard, and Lions Creek. VTA submitted a comment letter recommending that the transportation analysis be consistent with the updated VTA TIA Guidelines; recommending the inclusion of a vehicle miles traveled (VMT) analysis; suggesting that the proposal be considered as part of the citywide General Plan Update; requesting that freeway impacts be analyzed and mitigated in the DEIR; noting that the project is not in a transit-rich area but should pursue Transportation Demand Management (TDM) measures to reduce auto trips; and recommending a mix of residential densities and housing types within the development.

  The City subsequently circulated a revised NOP which included an increase in commercial acreage from 16 to 39 acres with the same amount of residential. VTA submitted a brief comment letter supporting this change in land use mix due to its potential to offer greater opportunities for residents to accomplish daily tasks by walking and bicycling.

- **Park View Towers, City of San José:** The City of San José circulated a Traffic Operations Study for 216 residential units and 18,537 square feet of retail on a 1.52-acre site bounded by St. James Street, North First Street, Devine Street and North Second Street. VTA submitted a comment letter noting concerns and questions related to light rail operations and safety given that the site is bounded on three sides by light rail; requesting a meeting to discuss the required VTA Construction Access Permit and Restricted Access Permit and California Public Utilities Commission (CPUC) review due to the proximity to the light rail tracks; supporting the proposed intensification on the site within walking distance of light rail, bus

and future BART service; and recommending that the City work with the applicant to provide transit incentives to future residents of the project. VTA has continued to engage with City staff proactively to address the issues raised related to light rail operations.

- **740 & 777 West San Carlos Street Mixed Use Projects, City of San José:** The City of San José circulated Planned Development Zoning applications as well as a combined TIA Work Scope for a total of 200 residential units and 6,035 square feet of retail at 740 and 777 West San Carlos Street. VTA submitted a comment letter noting that the TIA should be consistent with the updated VTA TIA Guidelines; supporting the proposed intensification of these important sites in the West San Carlos Street Corridor; recommending pedestrian improvements such as widened sidewalks and street trees; recommending that the City work with the applicant to provide transit incentives to future residents of the project; and requesting that an existing bus stop be relocated to the project frontage and improved.

As noted above, eight items that VTA previously provided comments on were approved during this past quarter. The following is a brief summary of key VTA comments and the local agency responses or conditions of approval on two of these items.

- **Downtown Gateway Mixed Use, City of Santa Clara:** The City of Santa Clara circulated an Initial Study for 44 residential units and 14,500 square feet of retail on a one-acre site on the west side of Monroe Street between Benton Street and Franklin Street. VTA submitted a comment letter supporting the intensification of this site in Downtown Santa Clara close to several VTA bus lines, Caltrain, and mixed land uses within walking distance; commending the applicant for proposing pedestrian improvements in the site plan including 10' sidewalks, a planter strip with consistent street trees, and bulb-outs at the corners of the site; requesting clarification on the Transportation Demand Management (TDM) requirements for the project and recommending transit fare incentives in the program; and requesting improvements to the bus stop on the project frontage utilized by several VTA bus lines. The project was approved by the City Council on January 13, 2015 with conditions to improve the bus stop as requested and adopt a TDM program to reduce vehicle miles traveled (VMT) by 10%.

- **2295 South Winchester Boulevard Mixed Use, City of Campbell:** The City of Campbell circulated a Planned Development Permit and Mitigated Negative Declaration for 16 residential units and 3,200 square feet of retail on a 0.9-acre site at 2295 South Winchester Boulevard. VTA submitted a comment letter supporting the intensification of this site in proximity to the Winchester Transit Center, served by light rail as well as five VTA bus lines; commending the project applicant for proposing a project design with retail facing the street and a new bulb-out at the corner of Winchester Boulevard and El Caminito Avenue; and recommending that the City work with the applicant to implement TDM measures such as transit incentives for future residents of the project. The project was approved by the City Council on January 6, 2015, including a reduced parking ratio based on proximity to transit and an enhanced pedestrian environment on Winchester Boulevard.

Prepared By: Robert Cunningham
Memo No. 4939

Attachment A

VTA Development Review Program

Quarterly Report
January, February, and March of 2015

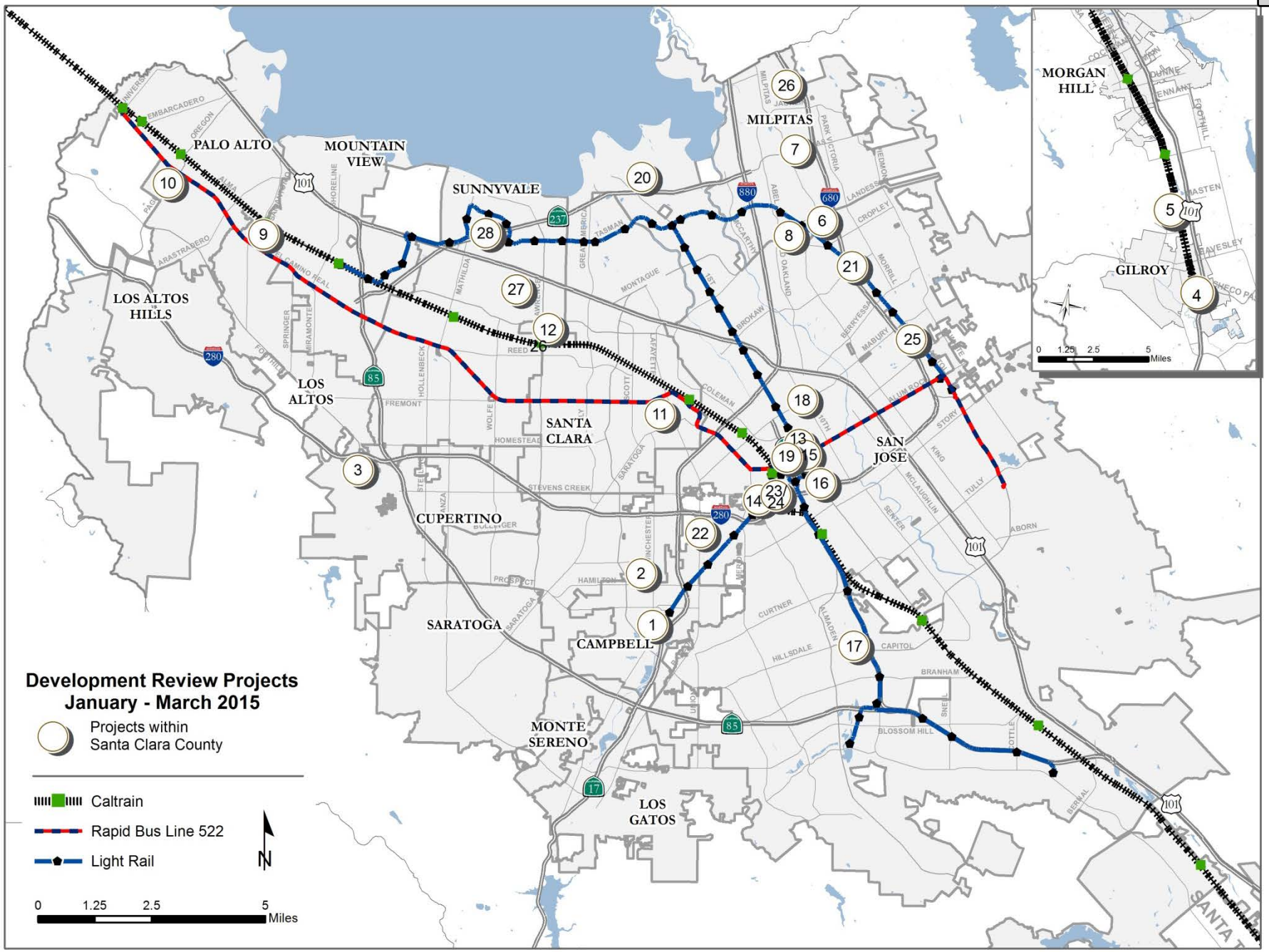
Development Review Projects Summary

January to March 2015

Map No.	CMP ID	Lead Agency	Project Name/Location	Project Description	Document Type	Comments this quarter?	Approved this quarter?	VTA Comment Topics
1	CM1404	City of Campbell	2295 S. Winchester Blvd Mixed Use	16 residential units and 3,200 s.f. commercial	Site Plans		y	Land Use; Pedestrian and Bicycle Accommodations; Transit Incentives
2	CM1406	City of Campbell	Housing Element 2015-2023	Housing Element update	Draft Housing Element	y	y	Land Use; Transit Incentives
3	CU1403	City of Cupertino	10310 N. Foothill Blvd Residential	15 multifamily residential units	Site Plans		y	Bus Service
4	GI0703	City of Gilroy	San Ysidro Court - Corner of 10th and Alexander Streets	263 multifamily residential units	Bus Stop Relocation	y		Bus Stop Relocation
5	GI1403	City of Gilroy	North Gilroy Neighborhoods - Generally bounded by Monterey Highway, Fitzgerald Avenue, Santa Teresa Boulevard, and Lions Creek	704-acre site with primary land use of residential (3,996 units)	NOP, Revised NOP	y		TIA Report; VMT Analysis; Timing of Analysis; Freeway Analysis; Transportation Demand Management; Pedestrian & Bicycle Accommodations and Site Design; Land Use Density & Mix
6	ML1401	City of Milpitas	Watson Court Storage - Milpitas Boulevard/Montague Expwy	Rehab/Reconfiguration of Existing Public Storage Facility	Initial Study		y	Bus Service
7	ML1501	City of Milpitas	Town Center Zoning and General Plan Amendment - Calaveras Boulevard between Union Pacific railroad tracks and I-680	Disallow residential uses within the Town Center District (Revised from previous proposal to disallow densities below 21 units/acre within the District)	Initial Study	y	y	Land Use Density
8	ML1502	City of Milpitas	McCandless Elementary School - Bounded by McCandless Drive, Montague Expressway, and Penitencia Creek	New elementary school for up to 800 students	NOP	y		TIA Report; Pedestrian and Bicycle Accommodations; Bus Service

Map No.	CMP ID	Lead Agency	Project Name/Location	Project Description	Document Type	Comments this quarter?	Approved this quarter?	VTA Comment Topics
9	MV1310	City of Mountain View	San Antonio Change Area - Bounded by El Camino Real, Central Expressway, San Antonio Road, California Street, and Showers Drive	Increase of an additional 725,000 s.f. in the maximum projected office space in excess of that analyzed in the General Plan EIR	DEIR	y		VMT Analysis; Significant Impacts to CMP Facilities; Freeway Impacts and Mitigation Measures; Transportation Demand Management
10	PA1402	City of Palo Alto	1050 Page Mill Rd Office Project	287,980 s.f. office to replace 283,980 s.f. office, R&D, and warehouse uses	TIA	y		Pedestrian Accommodations; Transit Incentives; Transportation Demand Management; Bus Service
11	SC1405	City of Santa Clara	Downtown Gateway - 1313 Franklin Avenue	44 residential units and 14,500 s.f. retail uses	Initial Study		y	Land Use; Pedestrian Accommodations; Transportation Demand Management; Bus Service
12	SC1501	City of Santa Clara	Lawrence Station Area Plan – Bounded by Central Expressway, Kifer Road, Calabazas Creek & Lawrence Expressway	Comprehensive area plan for 3,000 housing units and 45,000 s.f. retail on 70 acres	NOP	y		Land Use; TIA Report; Multimodal Analysis; Pedestrian and Bicycle Accommodations; Transportation Demand Management
13	SJ1403	City of San Jose	Park View Towers - Northeast corner of N 1st Street and St James Street	Two mixed use towers and six townhouses totaling 220 residential units and 18,869 s.f. retail on a 1.52-acre site	Traffic Operations Study	y		Operational Concerns; Construction Access Permits; Land Use; Transit Incentives
14	SJ1404	City of San Jose	Fairfield Apartments - Southeast corner of San Carlos Street and Sunol Street	318 residential units and 23,543 s.f. commercial/ office on 4.18 net acres	Site Plans	y		Transit Service
15	SJ1408	City of San Jose	Marshall Squares - Between N. First Street and Second Street, south of St. John Street	195 residential units and 6,900 s.f. retail on a 1.4-acre site	Site Development Permit, TIA		y	Land Use; Transit Incentives; Parking Management; VTA Permit Coordination; Light Rail Operations
16	SJ1413	City of San Jose	598 S 1st Street Mixed Use	105 multifamily units and 2,170 s.f. ground floor retail	TIA Notification	y		Land Use; Transit Incentives; Pedestrian Accommodations
17	SJ1414	City of San Jose	Capitol Toyota Expansion - Northeast corner of Capitol Expressway and Pearl Avenue	Expansion of existing auto dealership	TIA		y	Freeway Analysis

Map No.	CMP ID	Lead Agency	Project Name/Location	Project Description	Document Type	Comments this quarter?	Approved this quarter?	VTA Comment Topics
18	SJ1420	City of San Jose	Cannery Park Village - Northwest corner of E. Taylor St and N. 10th St	403 residential units and 5,000 square feet of retail	TIA	y		Land Use; Pedestrian Accommodations; Transit Incentives; Bus Service
19	SJ1501	City of San Jose	45 N San Pedro Mixed Use	204 multifamily units and 9,373 s.f. ground floor retail	TIA Notification	y		Land Use; Transit Incentives; Parking Management
20	SJ1502	City of San Jose	America Center Marriott - Terminus of America Center Court	260-room hotel	TIA Notification	y		CMP Facilities; Transportation Demand Management
21	SJ1503	City of San Jose	Shell Gas Station Expansion - Northwest corner of Hostetter Road and Capitol Avenue	Expansion of existing Shell station from eight pumps to twelve pumps and adding a car wash	TIA Notification	y		Bus Service
22	SJ1504	City of San Jose	McDonalds at Bascom Ave and Fruitdale Ave	Redesign of existing McDonalds	Bus Stop Relocation	y		Bus Service
23	SJ1505	City of San Jose	777 W San Carlos Mixed Use	101 multi-family residential units and 3,150 s.f. commercial uses on 1.3 acres	Planned Development Zoning; TIA Notification	y		Land Use; Pedestrian Accommodations; Transit Incentives; Bus Service
24	SJ1506	City of San Jose	740 W San Carlos Mixed Use	95 multi-family residential uses and 2,885 s.f. commercial uses on 1.06 acres	Planned Development Zoning; TIA Notification	y		Land Use; Pedestrian Accommodations; Transit Incentives; Noise and Vibration; VTA Permits
25	SJ1507	City of San Jose	641 N. Capitol Ave Mixed Use (Live/Work)	182 multifamily residential units	TIA Notification	y		TIA Report; Land Use; Pedestrian Accommodation; Transit Incentives
26	SJEG1501	San Jose Evergreen Community College District	Joint-Use Campus at Russell Middle School - 1500 Escuela Parkway, Milpitas	New educational facility with 11,800 s.f. assignable square feet	DEIR, Traffic Study	y		Pedestrian Accommodations; Transit Incentives; Bus Service
27	SU1404	City of Sunnyvale	DeGuigne Residential - 915 DeGuigne Avenue and 936 Duane Avenue	Replace 483,000 s.f. industrial uses with either 451 townhomes and a park or 470 townhomes and 70,000 s.f. retail	TIA Notification	y		Trip Generation Assumptions; Pedestrian and Bicycle Accommodations
28	SU1501	City of Sunnyvale	215 Moffett Park Drive	86,403 s.f. R&D and 5,000 s.f. restaurant	TIA Notification; TIA	y		Transportation Analysis, Pedestrian and Bicycle Accommodations; Transportation Demand Management


Development Review Projects
January - March 2015
Projects within
Santa Clara County
Caltrain
Rapid Bus Line 522
Light Rail
N
0 1.25 2.5 5 Miles
PALO ALTO
MOUNTAIN VIEW
SUNNYVALE
MILPITAS
LOS ALTOS HILLS
LOS ALTOS
SANTA CLARA
SAN JOSE
CUPERTINO
SARATOGA
CAMPBELL
MONTE SERENO
LOS GATOS
MORGAN HILL
GILROY
0 1.25 2.5 5 Miles

DEVELOPMENT REVIEW QUARTERLY REPORT
GLOSSARY

ABAG	Association of Bay Area Governments
ABC	Across Barrier Connections
AC	Acre(s)
ACE	Altamont Corridor Express
ATRS	Auto Trip Reduction Statement
BART	Bay Area Rapid Transit
BMPs	Best Management Practices
BRT	Bus Rapid Transit
BTG	Bicycle Technical Guidelines
CDT	Community Design & Transportation
CMP	Congestion Management Program
CSA	Construction Staging Area
CUP	Conditional Use Permit
CWC	Citizen Watchdog Committee
DASH	Downtown Area Shuttle
DEIR	Draft Environmental Impact Report
DU/AC	Dwelling Units Per Acre
EIR	Environmental Impact Report
ER	Environmental Review
FAR	Floor Area Ratio
FEIR	Final Environmental Impact Report
GHG	Greenhouse Gas
GPA	General Plan Amendment
HCM	Highway Capacity Manual
HOV	High-Occupancy Vehicle
HSR	High-Speed Rail
IS	Initial Study
ITS	Intelligent Transportation System
LOS	Level of Service
LRT	Light Rail Transit
LU/TD	Land Use/Transportation Diagram
MF RES	Multi-Family Residential
MM	Mitigation Measure
MMRP	Mitigation Monitoring & Reporting Program
MND	Mitigated Negative Declaration
MTC	Metropolitan Transportation Commission
ND	Negative Declaration
NOI	Notice of Intent
NOP	Notice of Preparation
PCC	Portland Concrete Cement
PDA	Priority Development Area
PDP	Planned Development Permit
PDR	Planned Development Rezoning
PE	Preliminary Engineering
PTG	Pedestrian Technical Guidelines
PUD	Planned Urban Development
QOS	Quality of Service
R&D	Research & Development
RES	Residential
ROW	Right-Of-Way
SAR	Site and Architectural Review
SCVWD	Santa Clara Valley Water District
SDP	Site Development Permit
SF	Square Foot
SF RES	Single-Family Residential
SOV	Single-Occupant Vehicle
SPA	Specific Plan Amendment
SPRR	Southern Pacific Railroad
SWPPP	Storm Water Pollution Prevention Program
TCE	Temporary Construction Easement
TDM	Transportation Demand Management
TIA	Transportation Impact Analysis
TIA NF	Transportation Impact Analysis Notification Form
TM	Tentative Map
TMA	Transportation Management Association
TOD	Transit-Oriented Development
TPA	Transit Priority Area
UPRR	Union Pacific Railroad
VMT	Vehicle Miles Traveled
VTP	Valley Transportation Plan

SANTA CLARA
Valley Transportation Authority

Date: April 30, 2015
Current Meeting: May 14, 2015
Board Meeting: N/A

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Policy Advisory Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director of Planning and Program Development, John Ristow

SUBJECT: 2014 Regional Pavement Condition Summary Report

FOR INFORMATION ONLY

BACKGROUND:

Annually, the Metropolitan Transportation Commission (MTC) releases the Bay Area regional pavement condition summary report broken down by county and each jurisdiction within a county. The current summary reflects information from MTC's 2014 StreetSaver pavement management system. This system evaluates the regional arterials, collector roadways and residential streets.

The weighted pavement condition index (PCI) assigned to each jurisdiction ranges between zero and one hundred. PCI scores of 90 or higher are considered "excellent." These are newly built or resurfaced streets that show little or no distress. Pavement with a PCI score in the 80 to 89 range is considered "very good," and shows only slight or moderate distress, requiring primarily preventive maintenance. The "good" category ranges from 70 to 79, while streets with PCI scores in the "fair" (60-69) range are becoming worn to the point where rehabilitation may be needed to prevent rapid deterioration. Major repairs cost five to 10 times more than routine maintenance; therefore these streets are at an especially critical stage.

MTC established a regional target for roadway quality at PCI of 75 or better. However, persistent funding shortages and unpredictable revenue streams hinder the local jurisdictions from reaching and maintaining this goal. Additionally, there are the competing priorities to either address the needs of growth or the needs of aging systems. And the systems not only include the roadway surface, but also curbs and gutters, sidewalks, storm drains, traffic signs, signals and lights that are necessary for functioning roadways.

DISCUSSION:

For 2014, MTC determined the region's pavement condition index (PCI) score at 66 out of a maximum possible 100 points, as calculated on a three-year moving average basis. This marked

the sixth consecutive year the region has registered an average PCI score of 66, a reading that has not varied by more than two points since 2006.

All Santa Clara County jurisdictions' network average PCI scores fall between the low "fair" (62) and upper "good" (78) categories, as shown in Attachment A-2014 Pavement Condition Index Scores Santa Clara County. Further, of the sixteen county agencies, thirteen have network PCI averages between 70 and 79. The change in PCI from 2013 to 2014 for each jurisdiction and the slow downward trend of county-wide average scores from 73.2 (2012) to 71.6 (2014) can be found in Attachment A. Of note, Palo Alto and Milpitas improved from 2013, three agencies had no change and the remainder declined. MTC's comparison of the nine counties can be found on Attachment B-2014 Regional Pavement Condition Summary Report.

Prepared By: Celeste Fiore
Memo No. 5018

Attachment A

2014 Pavement Condition Index Scores
Santa Clara County

GOOD (PCI = 70-79)

Jurisdiction	Total Lane Miles	3-Year Moving Average 2012	3-Year Moving Average 2013	3-Year Moving Average 2014	PCI Change 2013-2014
Los Altos	226	80	79	78	-1
Palo Alto	414	76	77	78	+1
Sunnyvale	637	76	77	77	0
Los Altos Hills	120	77	77	75	-2
Santa Clara	590	76	75	74	-1
Campbell	227	74	74	73	-1
Gilroy	258	74	73	72	-1
Santa Clara County	1,452	75	74	72	-2
Milpitas	298	69	69	72	+3
Mountain View	331	75	73	71	-2
Morgan Hill	256	76	74	71	-3
Saratoga	283	73	72	70	-2
Los Gatos	221	69	70	70	0
FAIR (PCI = 60-69)					
Monte Sereno	25	70	67	66	-1
Cupertino	298	68	66	65	-1
San Jose	4,262	63	62	62	0
Total County Lane Miles	9,898				
Average Score		73.2	72.4	71.6	

GOOD (PCI = 70-79)	Pavement requiring mostly preventive maintenance and showing only low levels of distress.
FAIR (PCI = 60-69)	Pavement at the low end of this range is significantly distressed and may require a combination of rehabilitation and preventive maintenance.

Attachment B
2014 Regional Pavement Condition Summary Report

Street Fight
2014 PCI Scores for Each Bay Area City and County

Pavement Condition Index

Very Good-Excellent (PCI = 80-100)	Newly constructed for resurfaced pavement with few signs of distress.
Good (PCI = 70-79)	Pavement requiring mostly preventive maintenance and showing only low levels of distress.
Fair (PCI = 60-69)	Pavement at the low end of this range is significantly distressed and may require a combination of rehabilitation and preventive maintenance.
At Risk (PCI = 50-59)	Deteriorated pavement requiring immediate attention, including rehabilitative work.
Poor (PCI = 25-49)	Pavement showing extensive distress and requiring major rehabilitation or reconstruction.
Failed (PCI = 0-24)	Extremely rough pavement that needs complete reconstruction.

Pavement Condition Index (PCI) for Bay Area Jurisdictions, 2012–2014

			3-Year Moving Average*		
Jurisdiction	**County**	**Total Lane Miles**	**2012**	**2013**	**2014**
Very Good (PCI=80–89)					
Brentwood	Contra Costa	420	87	86	86
Dublin	Alameda	252	86	85	86
El Cerrito	Contra Costa	138	84	84	84
Foster City	San Mateo	120	81	81	81
Union City	Alameda	329	79	79	81
Belvedere	Marin	23	83	81	80
Clayton	Contra Costa	94	75	76	80
Portola Valley	San Mateo	71	78	78	80

Attachment B
2014 Regional Pavement Condition Summary Report

			3-Year Moving Average*		
Jurisdiction	**County**	**Total Lane Miles**	**2012**	**2013**	**2014**
Good (PCI=70–79)					
Atherton	San Mateo	106	81	81	79
Los Altos	Santa Clara	226	80	79	78
San Ramon	Contra Costa	464	76	78	78
Pleasanton	Alameda	499	77	77	78
Colma	San Mateo	24	70	73	78
Palo Alto	Santa Clara	414	76	77	78
Daly City	San Mateo	254	78	77	77
Solano County	Solano	938	71	75	77
San Pablo	Contra Costa	102	79	78	77
Menlo Park	San Mateo	197	72	76	77
Sunnyvale	Santa Clara	637	76	77	77
Redwood City	San Mateo	349	77	76	77
Brisbane	San Mateo	53	77	76	77
Livermore	Alameda	680	78	77	76
Newark	Alameda	250	73	76	76
Emeryville	Alameda	47	78	76	76
Lafayette	Contra Costa	199	74	75	76
Los Altos Hills	Santa Clara	120	77	77	75
Oakley	Contra Costa	277	74	74	75
Burlingame	San Mateo	160	74	75	75
Dixon	Solano	129	77	77	75
Santa Clara	Santa Clara	590	76	75	74
Tiburon	Marin	65	73	73	74
San Mateo	San Mateo	418	72	73	73
Campbell	Santa Clara	227	74	74	73
Danville	Contra Costa	323	72	72	73
Gilroy	Santa Clara	258	74	73	72

Attachment B
2014 Regional Pavement Condition Summary Report

Hillsborough	San Mateo	166	73	73	72
Santa Clara County	Santa Clara	1,452	75	74	72
Ross	Marin	22	70	72	72
Hercules	Contra Costa	128	74	72	72
Milpitas	Santa Clara	298	69	69	72
Mountain View	Santa Clara	331	75	73	71
South San Francisco	San Mateo	296	71	71	71
Alameda County	Alameda	990	72	71	71
Walnut Creek	Contra Costa	435	71	71	71
Morgan Hill	Santa Clara	256	76	74	71
Woodside	San Mateo	96	62	66	71
Fairfield	Solano	709	73	71	71
Novato	Marin	319	72	71	71
Saratoga	Santa Clara	283	73	72	70
Los Gatos	Santa Clara	221	69	70	70
Windsor	Sonoma	171	70	70	70
Contra Costa County	Contra Costa	1,324	72	69	70
Sonoma	Sonoma	68	71	70	70
San Mateo County	San Mateo	633	69	69	70
			3-Year Moving Average*		
Jurisdiction	**County**	**Total Lane Miles**	**2012**	**2013**	**2014**
Fair (PCI=60–69)					
San Rafael	Marin	331	72	70	69
Corte Madera	Marin	71	71	70	69
Yountville	Napa	16	69	68	69
Vacaville	Solano	596	70	68	69
Rohnert Park	Sonoma	227	68	67	68
Hayward	Alameda	655	69	68	67
American Canyon	Napa	112	67	65	67
Antioch	Contra Costa	673	69	69	67

Attachment B
2014 Regional Pavement Condition Summary Report

Pinole	Contra Costa	119	70	68	67
Piedmont	Alameda	78	71	69	67
Alameda	Alameda	276	68	67	67
Fremont	Alameda	1,073	63	64	66
San Francisco	San Francisco	2,139	64	65	66
Monte Sereno	Santa Clara	25	70	67	66
Fairfax	Marin	55	66	65	65
Sausalito	Marin	53	63	64	65
Pittsburg	Contra Costa	332	64	63	65
Pleasant Hill	Contra Costa	225	66	65	65
Cupertino	Santa Clara	298	68	66	65
Richmond	Contra Costa	565	61	65	64
Napa	Napa	465	60	62	64
Half Moon Bay	San Mateo	54	56	60	63
Cloverdale	Sonoma	65	66	64	63
Sebastopol	Sonoma	47	64	63	62
San Jose	Santa Clara	4,262	63	62	62
San Bruno	San Mateo	179	61	61	62
Concord	Contra Costa	717	67	63	62
Santa Rosa	Sonoma	1,096	64	63	62
Healdsburg	Sonoma	93	61	61	60
San Carlos	San Mateo	175	63	60	60
			3-Year Moving Average*		
Jurisdiction	**County**	**Total Lane Miles**	**2012**	**2013**	**2014**
At-Risk (PCI=50–59)					
San Anselmo	Marin	81	57	58	59
Marin County	Marin	846	55	57	59
Benicia	Solano	196	60	59	59
Suisun City	Solano	152	67	62	59
Oakland	Alameda	1,923	58	60	59

Attachment B
2014 Regional Pavement Condition Summary Report

East Palo Alto	San Mateo	79	55	56	58
Mill Valley	Marin	117	62	60	58
Berkeley	Alameda	453	59	58	58
Moraga	Contra Costa	110	53	53	58
Martinez	Contra Costa	233	60	60	57
Rio Vista	Solano	46	51	58	57
Albany	Alameda	58	57	56	57
San Leandro	Alameda	381	56	57	56
Pacifica	San Mateo	188	59	58	56
Millbrae	San Mateo	122	61	59	56
Napa County	Napa	832	59	58	56
Belmont	San Mateo	137	57	55	55
Calistoga	Napa	31	59	57	55
Cotati	Sonoma	48	59	57	55
			3-Year Moving Average*		
Jurisdiction	**County**	**Total Lane Miles**	**2012**	**2013**	**2014**
Poor (PCI=25–49)					
Orinda	Contra Costa	193	48	48	49
Vallejo	Solano	715	51	49	47
Sonoma County	Sonoma	2,735	44	45	45
Petaluma	Sonoma	396	49	46	45
St Helena	Napa	51	42	40	45
Larkspur	Marin	65	42	40	40
Regional		**42,917**	**66**	**66**	**66**

*For annual (non-averaged) PCI scores, please contact MTC.

Information found at: http://bit.ly/1Dc7Fyq
Press release found at: http://bit.ly/1cpH4VW

SANTA CLARA
Valley Transportation Authority

Date: April 30, 2015
Current Meeting: May 14, 2015
Board Meeting: June 4, 2015

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Policy Advisory Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director of Planning and Program Development, John Ristow

SUBJECT: Bicycle Expenditure Program Semi- Annual Report

FOR INFORMATION ONLY

BACKGROUND:

In August 2000, the VTA Board of Directors created the Bicycle Expenditure Program (BEP) for the purpose of identifying and dedicating a funding stream to help implement the Countywide Bicycle Plan. The BEP Project List is updated approximately every four years, in conjunction with the Valley Transportation Plan (VTP) update - VTA's long-range transportation plan for Santa Clara County. The BEP becomes the Bicycle Element of the VTP. This memorandum provides a status report on the progress of projects in the BEP Project List. The last status report was provided in December 2014.

In May 2013, the VTA Board of Directors adopted the current BEP Project List. One hundred and twenty one (121) bicycle projects are on the list. A map of BEP projects included in VTP 2040 can be viewed at www.vta.org/bep. These projects are broken into 70 Category 1 projects and 51 Category 2 projects. These projects were ranked and selected based on the Board-approved BEP Policies and Criteria. Category 1 Projects are considered near-term implementation projects, and will receive priority funding consideration in the BEP and other VTA funding programs. Category 2 Projects are eligible to compete for BEP and other funds, but will not receive priority funding consideration.

The BEP consists of $300 million in future revenues identified for implementing bicycle projects over the 28-year timeframe of VTP 2040. Funds programmed toward BEP projects come from a combination of programs, including, but not limited to Transportation Fund for Clean Air 40% Program (TFCA 40%); Transportation Development Act (TDA) Article 3 Pedestrian Bicycle Program; and the One Bay Area Grant (OBAG), which is a combination of the Federal Congestion Mitigation & Air Quality Improvement Program (CMAQ), Transportation Alternatives (TA), and the Surface Transportation Program (STP) funding programs.

DISCUSSION:

Funding Status

The funding status of the Category 1 projects as of April 10, 2015 is summarized in Table 1 below. The projects are listed as completed, fully funded, partially funded or unfunded. Attachment A provides details on the funding status of Category 1 BEP projects.

Table 1

Summary of Funding Status for Category 1 Bicycle Expenditure Program Projects

Funding Status	**Number of Projects**	
	October 2014	**April 2015**
Completed	1	3
Fully funded	12	11
Partially funded	16	16
Unfunded	42	41
TOTAL	**71***	**71***
*One project (40-B24) has been split into two phases. One phase has been completed, the other is unfunded.		

Fully funded projects represent over $42.5 M in total project costs, and partially funded projects represent nearly $117 M in total project costs. One unfunded project received partial funding. Three projects are completed. In all, 27 of the Category 1 projects are partially or fully funded.

Funding Sources

Since 2013, several VTA funding programs, including One Bay Area Grants (OBAG), TDA and TFCA have provided significant funds for BEP projects. Since the October 2014 BEP semi-annual update, VTA has issued TFCA and 2015 TDA Article 3 call for projects.

Member Agencies have been successful in securing funding outside of BEP sources to advance their projects. Examples of projects receiving outside funding include:

- City of Los Altos allocated funding to the Miramonte Avenue bikeway improvements (Category 2).
- City of Cupertino authorized $33,000 in funding to the Saratoga Creek Trail extension at Lawrence Expressway and Mitty Way (Category 2). This funding is to conduct appraisals of involved lands and site environmental assessment.
- City of Cupertino authorized $20,000 in funding to preliminary evaluation of feasible design alternatives for Stevens Creek Trail Crossing project (Category 2), which connects Stevens Creek Trail to Blackberry Farm Park and McClellan Ranch Reserve.

Project Delivery

Two projects on the BEP list have been completed since the October 2014 BEP projects' report:

- In April 2015, City of Sunnyvale completed the Hendy Avenue bike lanes project from Fair Oaks to Sunnyvale Avenue.
- City of San Jose completed the Guadalupe River Trail (I-880 to Bay Trail) and Tasman undercrossing project.

Also,

- In early 2015, City of Sunnyvale completed a segment of the El Camino Real bike lanes project between Sunnyvale-Saratoga Road and Remington/Fair Oaks Avenue. The completed project will be on El Camino Real from west city limits to east city limits.

Member Agencies have made notable progress on several Category 1 projects:

- In March 2015, City of Sunnyvale released the Joint Cities Stevens Creek Trail Feasibility Study. The study covers a few BEP projects including the Sunnyvale Stevens Creek Trail and Structure (40-B66) and the UPRR Bicycle and Pedestrian Bridge Crossing in Cupertino (40-B76, Category 2).
- County of Santa Clara and City of Santa Clara completed design drawings for the San Tomas Aquino Creek Spur Trail Phase 2. The project construction is scheduled for summer 2015.
- VTA in partnership with City of Santa Clara and City of San Jose completed the design drawings for Santa Clara Caltrain Station Undercrossing. The project is fully funded.

Attachment B provides details on the progress of Category 1 BEP projects in each jurisdiction. Member Agencies have made notable progress on several Category 2 projects too:

- City of San Jose is developing design drawings for Coyote Creek Trail from William Street at Selma Olinder Park to Story Road. The project construction is scheduled for summer 2016. The design drawing for another segment of this project, Story Road to Phelan Avenue, was completed in February 2015.
- In March 2015, City of San Jose completed design drawings for the Upper Penitencia Creek Trail, Phase 2, Berryessa BART to Coyote Creek. The project construction is scheduled for summer-fall 2016.
- In December 2014, County of Santa Clara completed design drawings for the Coyote Creek Trail, Hellyer Park to Malaguerra Avenue. The project is anticipated to be completed by November 2015.
- City of Mountain View is developing design drawings for two BEP projects at Permanente Creek Trail; the Grade Separation at Charleston Road and Modification to Undercrossing at Amphitheatre Road and the trail completion from Rock Street to West Middlefield Road.

NEXT STEPS:

VTA continues to work with Member Agencies to fund and deliver BEP projects. Underway funding opportunities include:

- Caltrans and the Metropolitan Transportation Commission issued a call for projects for the State and Regional Active Transportation Program (ATP) in March 26, 2015. The deadline for both the State and Regional ATP Cycle 2 call for projects will be on June 1, 2015.
- In March 2015, VTA issued calls for projects for the TFCA 40% program and the TDA Article 3 program.

Prepared By: Malahat Owrang
Memo No. 4933

Completed Category 1 BEP Projects

VTP 2040	*Sponsor*	*Project Title*	*Total Programmed Amount*	*Unsecured Funds*	*Project Cost*	*Status*	*Completion Date*
40-B22	San Jose	Guadalupe River Trail (I-880 to the Bay Trail) and Tasman Undercrossing	$11,868,000.00	$0.00	$11,868,000.00	Completed	Jun 2014
40-B24	San Jose	Hedding St. Bikeway: Ruff Dr to 17th Street[a]	$619,950.00	$0.00	$619,950.00	Completed	Jul 2014
40-B58	Sunnyvale	Hendy Ave Bike Lanes: Sunnyvale Avenue to Fair Oaks Avenue	$2,750,000.00	$0.00	$2,750,000.00	Completed	Apr 2015

Fully Funded Category 1 BEP Projects

VTP 2040	*Sponsor*	*Project Title*	*Total Programmed Amount*	*Unsecured Funds*	*Project Cost*	*Status*	*Estimated Completion Date of Construction*
40-B02	Campbell	Portals Project: Bike Lanes on Campbell Avenue at SR 17	$4,730,000.00	$0.00	$4,730,000.00	Construction	Apr 2015
40-B07	Gilroy	Western Ronan Channel SCWVD Service Road Trail	$1,929,000.00	$0.00	$1,929,000.00	Design	Mar 2015
40-B11	Palo Alto	US 101/Adobe Creek Bicycle-Pedestrian Bridge	$9,500,000.00	$0.00	$9,500,000.00	Environmental	N/A
40-B32	San Jose	Park Avenue/San Fernando Street/San Antonio Bikeway	$1,913,000.00	$0.00	$1,913,000.00	N/A	Jun 2015

[a] 40-B24 is being constructed in phases, and has been split into two projects for tracking purposes. The Full project spans from Winchester Blvd. to 17th St.

Notes: Table reflects VTA's best knowledge, based on information provided by member agencies.

Total Programmed Amount is all known sources of funding, including BEP and other sources.

N/A: Information not available.

Inactive: Member agency is not actively pursuing project at this time. Project remains on BEP list.

Attachment A: Category 1 BEP Projects by Funding Status

BEP Semi Annual Update- May 2015

Fully Funded Category 1 BEP Projects							
VTP 2040	***Sponsor***	***Project Title***	***Total Programmed Amount***	***Unsecured Funds***	***Project Cost***	***Status***	***Estimated Completion Date of Construction***
40-B44	Santa Clara	Scott Boulevard Bike Lanes: Central Expwy to Monroe Street	$196,000.00	$0.00	$196,000.00	Design	Oct 2015
40-B41	Santa Clara/ SC County	San Tomas Aquino Creek Spur Trail Phase 2: El Camino Real to Homestead Road	$4,594,000.00	$0.00	$4,594,000.00	Design	Feb 2015
40-B57	Sunnyvale	Fair Oaks Ave Bike Lanes, Medians, and Detection: Old San Francisco Road to Ahwanee Avenue	$1,210,000.00	$0.00	$1,210,000.00	PE/CEQA/ Scoping RFP in progress Oct 2014	Apr 2016
40-B64	Sunnyvale	Maude Avenue Bike Lanes: Mathilda to Wolfe	$830,000.00	$0.00	$830,000.00	Conceptual Design	Apr 2016
40-B65	Sunnyvale	Moffett Park Area East Channel Trail and West Channel Trail	$4,745,000.00	$0.00	$4,745,000.00	Design	N/A
40-B69	VTA/ SC County/ San Jose	Santa Clara Caltrain Station Undercrossing Extension	$11,380,000.00	$0.00	$11,380,000.00	Design Completed	N/A
40-B68	VTA/ San Jose	Capitol Expressway Pedestrian/Bicycle Crossing at Eastridge Transit Center	$1,547,200.00	$0.00	$1,547,200.00	Preliminary Engineering	Jun 2017

Notes: Table reflects VTA's best knowledge, based on information provided by member agencies.

Total Programmed Amount is all known sources of funding, including BEP and other sources.

N/A: Information not available.

Inactive: Member agency is not actively pursuing project at this time. Project remains on BEP list.

Partially Funded Category 1 BEP Projects							
VTP 2040	***Sponsor***	***Project Title***	***Total Programmed Amount***	***Unsecured Funds***	***Project Cost***	***Status***	***Estimated Completion Date of Construction***
40-B04	Gilroy	Lions Creek SCVWD Service Road Trail: West of Kern Avenue between Kern and Day	$277,515.00	$1,677,485.00	$1,955,000.00	Design	N/A
40-B05	Gilroy	Lions Creek SCVWD Service Road Trail: West of Santa Teresa Boulevard/Day Road East (Between Tapestry and Day Rd East)	$87,600.00	$534,400.00	$622,000.00	Design	N/A
40-B10	Palo Alto	Bicycle Boulevards Network Project	$985,000.00	$5,615,000.00	$6,600,000.00	Conceptual Design	N/A
40-B13	San Jose	Auzerais Avenue Bicycle and Pedestrian Improvements: Los Gatos Creek Trail to Race Street	$675,000.00	$1,527,600.00	$2,202,600.00	PE/Design	N/A
40-B20	San Jose	Charcot Bikeway: Orchard Pkwy to Hwy 880	N/A	N/A	$463,700.00	Preliminary Engineering/ Design	Sep 2015
40-B27	San Jose	Los Gatos Creek Trail Reach 5d: Park Avenue/Montgomery Avenue to Santa Clara Avenue (Diridon Station Segment)	$2,620,000.00	$5,842,700.00	$8,462,700.00	Design Completed	N/A

Notes: Table reflects VTA's best knowledge, based on information provided by member agencies.

Total Programmed Amount is all known sources of funding, including BEP and other sources.

N/A: Information not available.

Inactive: Member agency is not actively pursuing project at this time. Project remains on BEP list.

Partially Funded Category 1 BEP Projects							
VTP 2040	***Sponsor***	***Project Title***	***Total Programmed Amount***	***Unsecured Funds***	***Project Cost***	***Status***	***Estimated Completion Date of Construction***
40-B28	San Jose	Los Gatos Creek Trail Reach 5b and 5c: Auzerais Avenue south of W. San Carlos Avenue to Park Avenue/Montgomery Avenue (Trail and Undercrossing)	$1,100,000.00	$8,460,000.00	$9,560,000.00	Design	N/A
40-B29	San Jose	Monroe Bikeway: Newhall Street to Hwy 17 Pedestrian Over Crossing at Monroe/Moorpark/Tisch	N/A	N/A	$300,000.00	Preliminary Engineering/ Design	Sep 2015
40-B33	San Jose	Three Creeks Trail: West from Los Gatos Creek Trail/Lonus Street to Coyote Creek Trail	$5,250,000.00	$4,750,000.00	$10,000,000.00	Design/ Master Planning	N/A
40-B122	SC County	Expressway and Santa Teresa Corridor Bike Detection (Foothill/Montague/Capitol)	N/A	N/A	$2,000,000.00	Construction	N/A
40-B46	SC County	Los Gatos Creek Trail: Lark Avenue to Blossom Hill Drive	$1,760,000.00	$1,800,000.00	$3,560,000.00	Preliminary Engineering	N/A
40-B48	SC County	Oregon Expwy/Page Mill Road: I-280 Interchange Modification from Old Page Mill Road to Arastradero Road	$85,000.00	$14,915,000.00	$15,000,000.00	Conceptual Design	N/A
40-B49	SC County	Popular Bicycle Rural Roads Improvements	$2,024,500.00	$47,975,500.00	$50,000,000.00	N/A	N/A

Notes: Table reflects VTA's best knowledge, based on information provided by member agencies.

Total Programmed Amount is all known sources of funding, including BEP and other sources.

N/A: Information not available.

Inactive: Member agency is not actively pursuing project at this time. Project remains on BEP list.

Partially Funded Category 1 BEP Projects							
VTP 2040	***Sponsor***	***Project Title***	***Total Programmed Amount***	***Unsecured Funds***	***Project Cost***	***Status***	***Estimated Completion Date of Construction***
40-B56	Sunnyvale	El Camino Real Bike Lanes: West City Limits to East City Limits (plus bike detection at 13 intersections)	$15,000.00	$335,000.00	$350,000.00	Construction in phases[b]	N/A
40-B62	Sunnyvale	Mary Avenue Bike Lanes: Fremont to Maude	$346,790.00	$1,433,210.00	$1,780,000.00	RFP/ Consultant Hiring	N/A
40-B63	Sunnyvale	Mathilda Avenue Bike Lanes: US 101 to El Camino Real	$80,000.00	$4,020,000.00	$4,100,000.00	Design Completed	N/A[c]

Unfunded Funded Category 1 BEP Projects							
VTP 2040	***Sponsor***	***Project Title***	***Total Programmed Amount***	***Unsecured Funds***	***Project Cost***	***Status***	***Estimated Completion Date of Construction***
40-B01	Campbell	Hamilton Avenue Median Bicycle and Pedestrian Enhancements: Bascom to Leigh	$0.00	$1,800,000.00	$1,800,000.00	N/A	N/A
40-B03	Cupertino	Miller Avenue Bike Lanes: Steven Creek Boulevard to Calle de Barcelona	$0.00	$100,000.00	$100,000.00	Inactive	N/A

[b] Phase I of the project (El Camino Real from Remington/ Fair Oaks to Sunnyvale-Saratoga Rd.) is completed.

[c] Phase I of the project (Mathilda Ave. from Maude to California Ave.) is projected to be completed by mid-May 2015.

Notes: Table reflects VTA's best knowledge, based on information provided by member agencies.

Total Programmed Amount is all known sources of funding, including BEP and other sources.

N/A: Information not available.

Inactive: Member agency is not actively pursuing project at this time. Project remains on BEP list.

Unfunded Funded Category 1 BEP Projects							
VTP 2040	***Sponsor***	***Project Title***	***Total Programmed Amount***	***Unsecured Funds***	***Project Cost***	***Status***	***Estimated Completion Date of Construction***
40-B06	Gilroy	Northern Uvas Creek SCVWD Service Road Trail (Gilroy Gardens Extension Trail)	$0.00	$2,202,600.00	$2,202,600.00	Design	N/A
40-B08	Los Altos Hills	El Monte Road: Stonebrook to Voorhees (Segment 4)	$0.00	$564,900.00	$564,900.00	N/A	N/A
40-B09	Los Altos Hills	Fremont Road Pathway Phase 2: Concepcion Road to Arastradero Road	$0.00	$900,000.00	$900,000.00	N/A	N/A
40-B12	San Jose	Airport Boulevard: Guadalupe River Trail Bike & Ped connection	$0.00	$2,800,000.00	$2,800,000.00	N/A	N/A
40-B14	San Jose	Bird Avenue Bicycle and Pedestrian Corridor: Autumn Street at Santa Clara to Bird Avenue at West Virginia	$0.00	$3,500,000.00	$3,500,000.00	N/A	N/A
40-B15	San Jose	Blossom Hill Road/Silver Creek Valley Road Multiuse Path	$0.00	$6,100,000.00	$6,100,000.00	N/A	N/A
40-B16	San Jose	Blossom Hill Road: Calero Bikeways from Coleman Road at Santa Teresa Blvd to Palmia Drive at Cottle Road	$0.00	$437,000.00	$437,000.00	N/A	N/A
40-B17	San Jose	Branham Lane Bikeway: Camden Avenue to Monterey Road	$0.00	$2,400,000.00	$2,400,000.00	N/A	N/A
40-B18	San Jose	Brokaw - Coleman Airport Bikeway: Brokaw Road and the Guadalupe Trail to Airport Boulevard and Coleman Avenue	$0.00	$1,159,200.00	$1,159,200.00	N/A	N/A

Notes: Table reflects VTA's best knowledge, based on information provided by member agencies.

Total Programmed Amount is all known sources of funding, including BEP and other sources.

N/A: Information not available.

Inactive: Member agency is not actively pursuing project at this time. Project remains on BEP list.

Unfunded Funded Category 1 BEP Projects							
VTP 2040	***Sponsor***	***Project Title***	***Total Programmed Amount***	***Unsecured Funds***	***Project Cost***	***Status***	***Estimated Completion Date of Construction***
40-B19	San Jose	Capitol Avenue/Capitol Expressway Bikeway: Penitencia Creek Road/Trail to Quimby Road/Thompson Creek	$0.00	$347,700.00	$347,700.00	N/A	N/A
40-B21	San Jose	Cottle Road Multi-Use Path: Hospital Parkway to Poughkeepsie Road	$0.00	$2,700,000.00	$2,700,000.00	N/A	N/A
40-B23	San Jose	Havana Dr/ Holly Hill Drive Bike/Ped Bridge at US 101	$0.00	$8,500,000.00	$8,500,000.00	N/A	N/A
40-B24	San Jose	Hedding St. Bikeway: Winchester Blvd. to Ruff Dr (Hwy 87)	$0.00	$270,000.00	$270,000.00	PE/CEQA Completed[d]	Sep 2016
40-B25	San Jose	Highway 87 Trail Connection Multi-Use Path: Unified Way through Curtner Light Rail Station Park and Ride to Carol Drive at Hwy 87	$0.00	$1,900,000.00	$1,900,000.00	Conceptual Design	N/A
40-B26	San Jose	Hwy 237 Bikeway Trail: Great America Parkway to Zanker (Class I, II and IV)	$0.00	$463,700.00	$463,700.00	N/A	N/A
40-B30	San Jose	Newhall Street Bike/Ped Overcrossing over Caltrain Tracks	$0.00	$8,114,900.00	$8,114,900.00	N/A	N/A

[d] This segment is the second phase of 40-B24. Preliminary engineering and CEQA phases of the project is completed. Sponsor applied for 2015 TDA Article 3 funds to complete the project.

Notes: Table reflects VTA's best knowledge, based on information provided by member agencies.

Total Programmed Amount is all known sources of funding, including BEP and other sources.

N/A: Information not available.

Inactive: Member agency is not actively pursuing project at this time. Project remains on BEP list.

Unfunded Funded Category 1 BEP Projects							
VTP 2040	***Sponsor***	***Project Title***	***Total Programmed Amount***	***Unsecured Funds***	***Project Cost***	***Status***	***Estimated Completion Date of Construction***
40-B31	San Jose	North San Jose Bike/Ped Improvements: Connections to Guadalupe River Trail/Coyote Creek Trail/Alviso Neighborhood	$0.00	$35,000,000.00	$35,000,000.00	Conceptual Design	N/A
40-B34	Santa Clara	Benton Street Bike Lanes: Lawrence Expwy to San Tomas Expwy	$0.00	$450,000.00	$450,000.00	N/A	N/A
40-B35	Santa Clara	Bowers Avenue/Kiely Boulevard Bike Lanes: Cabrillo Avenue to Stevens Creek Boulevard	$0.00	$961,500.00	$961,500.00	N/A	N/A
40-B36	Santa Clara	Calabazas Creek Trail: From SR 237 to Calabazas Boulevard	$0.00	$14,205,400.00	$14,205,400.00	N/A	N/A
40-B37	Santa Clara	Lafayette St. Bike Lanes: Agnew Rd. to Reed St.	$0.00	$983,400.00	$983,400.00	N/A	N/A
40-B38	Santa Clara	Lick Mill Blvd. Bike Lanes from Tasman Dr to Hope Dr	$0.00	$200,000.00	$200,000.00	N/A	N/A
40-B39	Santa Clara	Mission College Blvd Bike Lanes from Mission College Boulevard to Wildwood Ave (city limits)	$0.00	$220,000.00	$220,000.00	N/A	N/A
40-B40	Santa Clara	Pruneridge Ave. Bike Lanes: Pomeroy Ave. to Winchester Boulevard	$0.00	$786,700.00	$786,700.00	N/A	N/A
40-B42	Santa Clara	Saratoga Avenue Bike Lanes: Los Padres Boulevard to San Tomas Expressway	$0.00	$200,000.00	$200,000.00	N/A	N/A

Notes: Table reflects VTA's best knowledge, based on information provided by member agencies.

Total Programmed Amount is all known sources of funding, including BEP and other sources.

N/A: Information not available.

Inactive: Member agency is not actively pursuing project at this time. Project remains on BEP list.

Unfunded Funded Category 1 BEP Projects							
VTP 2040	***Sponsor***	***Project Title***	***Total Programmed Amount***	***Unsecured Funds***	***Project Cost***	***Status***	***Estimated Completion Date of Construction***
40-B43	Santa Clara	Saratoga Creek Trail: Cabrillo Avenue to Forbes Avenue and Undercrossings at Kiely and Homestead	$0.00	$2,650,000.00	$2,650,000.00	N/A	N/A
40-B45	SC County	Doyle Rd Bicycle and Pedestrian Trail Connection to Saratoga Creek Trail	$0.00	$500,000.00	$500,000.00	N/A	N/A
40-B47	SC County	McKean Road Shoulder Improvements: Harry Road to Bailey Avenue	$0.00	$7,400,000.00	$7,400,000.00	N/A	N/A
40-B50	SC County	Santa Teresa Boulevard Bicycle Delineation and Shoulder Widening	$0.00	$600,000.00	$600,000.00	N/A	N/A
40-B51	Sunnyvale	Belleville Way Bike Lanes and Bike Detection: Fremont to Homestead	$0.00	$120,000.00	$120,000.00	Inactive	N/A
40-B52	Sunnyvale	Bernardo Avenue Bike Lanes and Bike Detection: El Camino Real to Evelyn	$0.00	$160,000.00	$160,000.00	Inactive	N/A
40-B53	Sunnyvale	Bernardo Ave Bike Lanes and Bike Detection: Remington to Homestead	$0.00	$160,000.00	$160,000.00	Inactive	N/A
40-B54	Sunnyvale	Bernardo Avenue Caltrain Undercrossing: Evelyn Avenue to Central Expressway	$0.00	$9,853,800.00	$9,853,800.00	Inactive	N/A
40-B55	Sunnyvale	California Ave Bike Lanes and Bike Detection: Mary to Fair Oaks	$0.00	$230,000.00	$230,000.00	Inactive	N/A

Notes: Table reflects VTA's best knowledge, based on information provided by member agencies.

Total Programmed Amount is all known sources of funding, including BEP and other sources.

N/A: Information not available.

Inactive: Member agency is not actively pursuing project at this time. Project remains on BEP list.

Attachment A: Category 1 BEP Projects by Funding Status

BEP Semi Annual Update- May 2015

Unfunded Funded Category 1 BEP Projects							
VTP 2040	***Sponsor***	***Project Title***	***Total Programmed Amount***	***Unsecured Funds***	***Project Cost***	***Status***	***Estimated Completion Date of Construction***
40-B59	Sunnyvale	Hollenbeck Avenue Bike Lanes and Bike Detection: Danforth Drive to Alberta Avenue	$0.00	$200,000.00	$200,000.00	Inactive	N/A
40-B60	Sunnyvale	Java Drive Bike Lanes and Bike Detection: Via Road Diet from Mathilda to Crossman Avenue	$0.00	$75,000.00	$75,000.00	Inactive	N/A
40-B61	Sunnyvale	Lakewood/Sandia Drive Bike Lanes	$0.00	$20,000.00	$20,000.00	Inactive	N/A
40-B66	Sunnyvale	Sunnyvale Stevens Creek Trail and Structures: Dale/Heatherstone to Homestead Road (2.5 mi bike path, 4 structures and 1.2 mi bike lane)	$0.00	$20,000,000.00	$20,000,000.00	Inactive	N/A
40-B67	Sunnyvale	Tasman Drive Bike Lanes and Bike Detection: Via Road Diet from Fair Oaks Avenue to Reamwood Drive	$0.00	$300,000.00	$300,000.00	Inactive	N/A

Notes: Table reflects VTA's best knowledge, based on information provided by member agencies.

Total Programmed Amount is all known sources of funding, including BEP and other sources.

N/A: Information not available.

Inactive: Member agency is not actively pursuing project at this time. Project remains on BEP list.

Progress of Category 1 BEP Projects by Jurisdiction					
Sponsor	*Total Number of Projects*	*Number of Completed Projects*	*Number of Fully Funded Projects*	*Number of Partially Funded projects*	*Number of Unfunded Projects*
Campbell	**2**		**1**		**1**
Cupertino	**1**				**1**
Gilroy	**4**		**1**	**2**	**1**
Los Altos Hills	**2**				**2**
Palo Alto	**2**		**1**	**1**	**0**
San Jose*	**23**	**2**	**1**	**6**	**14**
Santa Clara	**11**		**2**		**9**
SC County	**7**			**4**	**3**
Sunnyvale	**17**	**1**	**3**	**3**	**10**
VTA	**2**		**2**		**0**
Total	**71***	**3**	**11**	**16**	**41**

* One project (40-B24/BEP 33: Hedding Street Bikeway Project) has been split into two phases. One phase has been completed, the other is unfunded.

SANTA CLARA
Valley Transportation Authority

Date: May 4, 2015
Current Meeting: May 14, 2015
Board Meeting: June 4, 2015

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Policy Advisory Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director of Planning and Program Development, John Ristow

SUBJECT: Overview of Operational Tolling Policies for Express Lanes

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FOR INFORMATION ONLY

BACKGROUND:

The Silicon Valley Express Lanes Program has been under development since 2003 and was approved by the VTA Board of Directors in 2008. The Program implements a roadway pricing system allowing for the use of unused capacity in the carpool lanes to provide congestion relief (see Attachment A for projects in Program). The roadway pricing system allows solo commuters to use this available capacity in the carpool lanes for a fee. The fee changes dynamically in response to existing congestion levels and available capacity in the carpool lanes as is current practice on the SR 237 Express Lanes. This memorandum highlights tolling policies for express lanes that are being implemented by other agencies in the Bay Area which VTA will have to address in the near future.

DISCUSSION:

Bay Area Express Lanes Projects

The Bay Area has two express lanes projects in operation, the I-680 Southbound Express Lanes led by Alameda County Transportation Commission (ACTC) and the SR 237 Express Lanes by Santa Clara Valley Transportation Authority (VTA). VTA is working on the Phase 2 expansion of express lanes on SR 237 as well as express lanes on US 101/SR 85. ACTC is also leading the implementation of I-680 Northbound Express Lane and I-580 Express Lanes.

The Bay Area Infrastructure Financing Authority (BAIFA), which is a subset of the Metropolitan Transportation Commission (MTC) comprised of five voting members (the MTC Chair, the Bay Area Toll Authority (BATA) Oversight Committee Chair, and county commissioners from Alameda, Contra Costa and Solano), is the other entity that has been granted authority to implement express lanes in the Bay Area. Through this authority, BAIFA is implementing

express lanes on I-680, I-880, I-80 in three above named counties. Attachment B shows the map of express lanes projects that are in operation and under development.

Requirement for Carpool Express Lane Users to Use Toll Tags

The current tolling operations on SR 237 Express Lanes and I-680 Southbound Express Lanes do not require carpoolers to carry a toll transponder, more commonly referred to as toll tag. A carpooler with a toll tag using these facilities is required to remove the toll tag and place it in the provided mylar bag in order to avoid a toll charge.

The upcoming express lanes projects in the Bay Area region outside of Santa Clara County will be requiring all users, including carpools, to have toll tags in order to use the Express Lanes/HOV facility. This includes the I-580 Express Lanes (Alameda County), I-880 Express Lanes (Alameda County), I-680 Express Lanes (Contra Costa County) and I-80 Express Lanes (Solano County). In addition, ACTC is also planning to have similar requirement for the I-680 Southbound Express Lane sometime after the opening of I-580 Express Lanes. The I-580 Express Lanes will be the first project with this requirement and is expected to be opened for tolling in fall 2015.

Switchable Toll Tags

Carpool users in the Express Lane corridors previously described will be required to use a new type of tag referred to as switchable toll tags (see Attachment C) in order to avoid paying a toll charge. BATA, the administrator of toll tags in the Bay Area, will be distributing this new switchable toll tag in the Bay Area starting July 2015. The switchable toll tags provide the motorist the option to declare vehicle occupancy (1- solo driver, 2- two people, 3 - three or more people). Switchable toll tags are currently in use in Los Angeles and in Washington D.C.

In order to maintain regional consistency and uniform customer experience, VTA will need to consider similar requirements for usage of express lanes facility in Santa Clara County. The policy consideration of this issue will be brought to the VTA Board of Directors in the fall of 2015. In the near-term, VTA plans to maintain a "no toll tag required for carpoolers" procedure for users of the existing SR 237 Express Lanes and future Phase 2 expansion. The SR 237 toll system will accommodate reading of the new switchable tags on the facility starting July 2015.

Legislation

Existing laws established by Assembly Bill 1811 and Assembly Bill 2090 allow for the implementation of operational policy requiring carpoolers to use a toll tag to use express lanes.

The Bay Area bridges today require carpoolers to have a toll tag to receive a discounted toll fare during weekday commute peak times by driving through dedicated lanes reserved for carpoolers. Currently, there are over 20,000 carpoolers that daily cross Bay Area bridges during the times using discounted toll fares.

Violation Enforcement System

A Violation Enforcement System (VES) allows for automated enforcement of toll violations whereby a vehicle without a toll tag could have its license plate photographed for the purposes of

ascertaining whether a violation notice is in order. If a violation is determined, the notice would be sent to the owner of the vehicle through a look-up of the Department of Motor Vehicles database. Implementation of a VES would allow California Highway Patrol (CHP) officers to focus their enforcement activities on solo drivers with toll tags claiming to be a carpooler. Attachments D and E provide an illustration of the two types of enforcement. The express lanes projects under development by BAIFA and ACTC include the implementation of a VES.

The VES could be a deterrent to toll violations and also result in reduced revenue leakage due to toll/carpool lane violators. Implementation of a VES system however would require additional back office processing to process video images. The additional cost to process video images is typically offset by the violation fee collected. A toll ordinance along with new business rules for customers would have to be established in order to collect the fines related to toll violations.

Next Steps

Near-term

VTA will maintain its "no toll tag required for carpoolers" using the existing SR 237 Express Lanes and the associated future Phase 2 expansion but will accommodate reading of the new switchable tags on the facility starting July 2015. However, in fall 2015, staff will bring recommendations to the VTA Board for VTA to consider adoption of toll operational requirements as part of the Silicon Valley Express Lanes Program implementation that are consistent with the region.

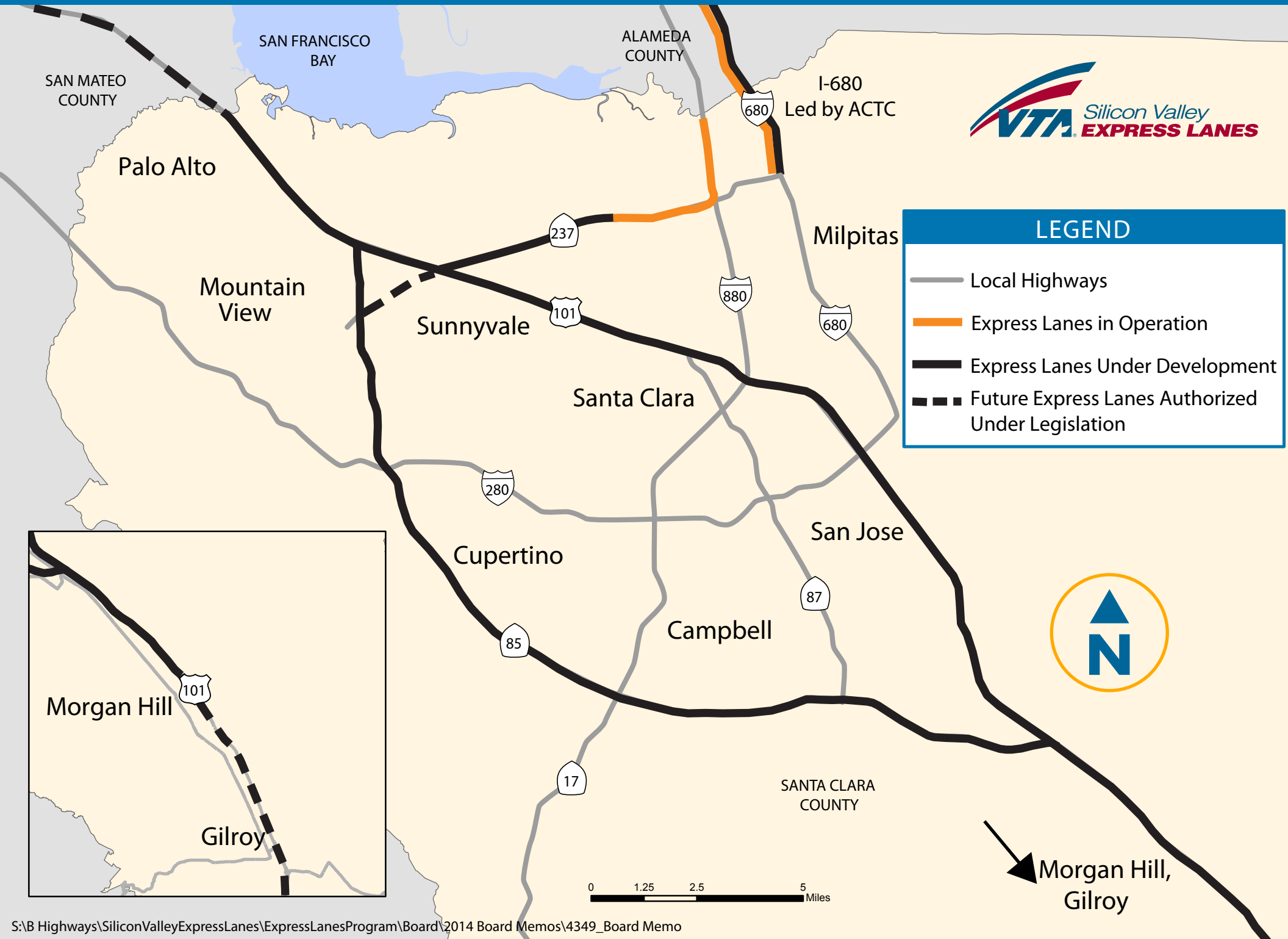
Upcoming key milestones

- Spring 2015 - Award of SR 237 Phase 2 Express Lanes electronic toll systems integrator contract
- Spring 2015 - Award of Phase 3 and Phase 4 of US 101/SR 85 Express Lanes civil design contract
- Summer 2015 - Industry review on the proposal for US 101/SR 85 Express Lanes electronic toll systems integrator contract
- Fall 2015 - VTA Board review of funding/financing strategy for Silicon Valley Express lanes Program
- Fall 2015 - VTA Board review of toll operational policies related to tag requirements, violation enforcement system and toll ordinance for Silicon Valley Express Lanes Program
- Fall 2015 - Request for Proposal for the US 101/SR 85 Express Lanes electronic toll systems integrator contract
- Winter 2016 - Award of the US 101/SR 85 Express Lanes electronic toll systems integrator contract

Prepared By: Murali Ramanujam and Arshad Syed
Memo No. 5031

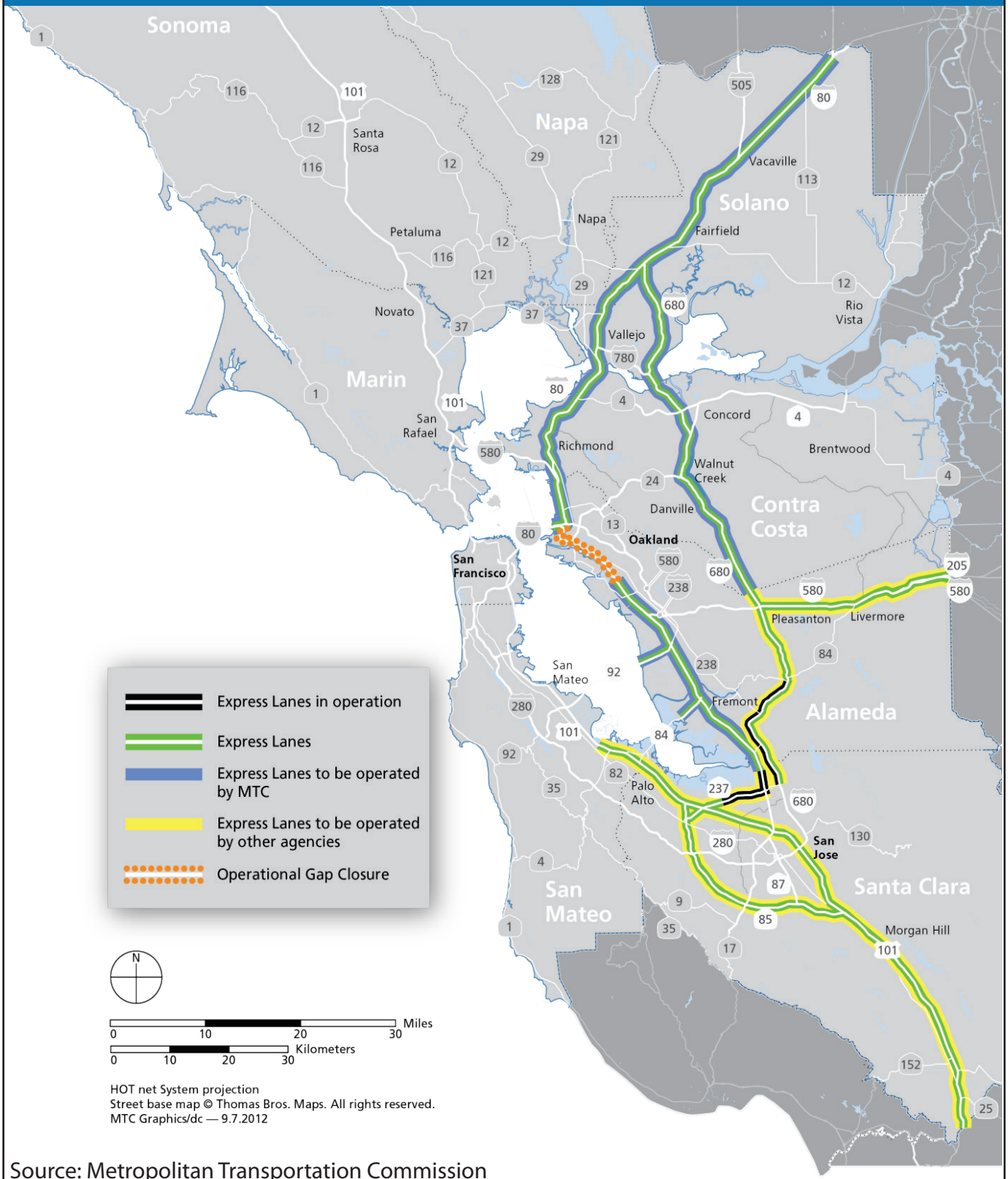
ATTACHMENT A: SILICON VALLEY EXPRESS LANES

14.a



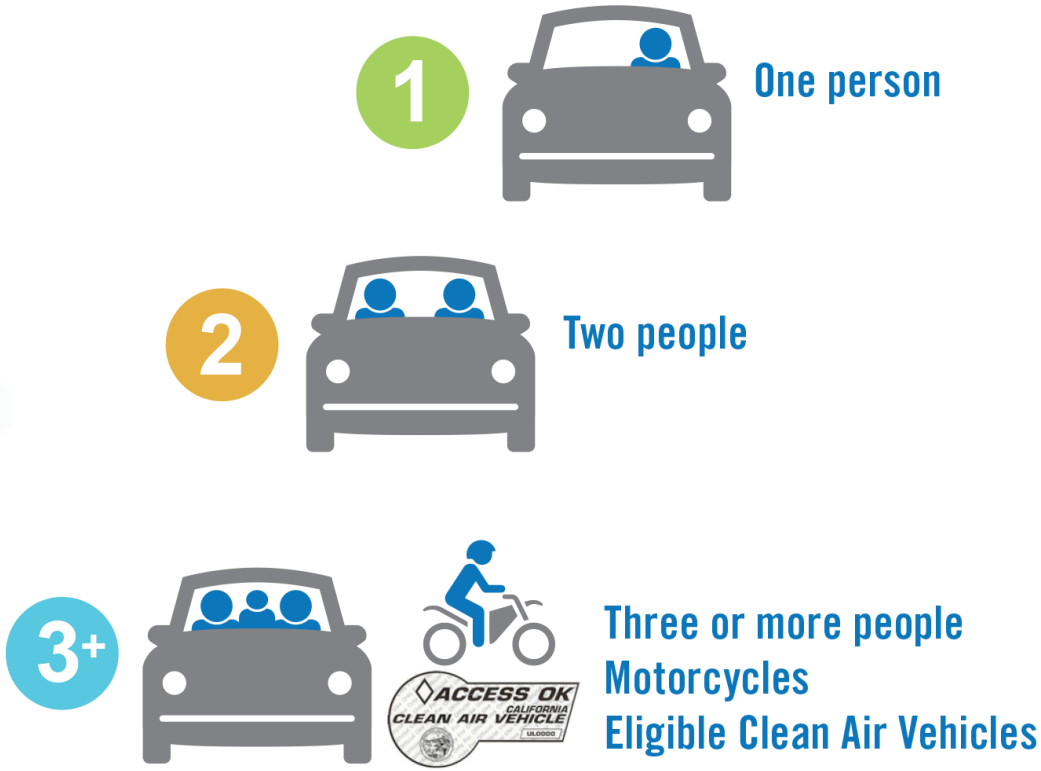
S:\B Highways\SiliconValleyExpressLanes\ExpressLanesProgram\Board\2014 Board Memos\4349_Board Memo

ATTACHMENT B: BAY AREA EXPRESS LANES



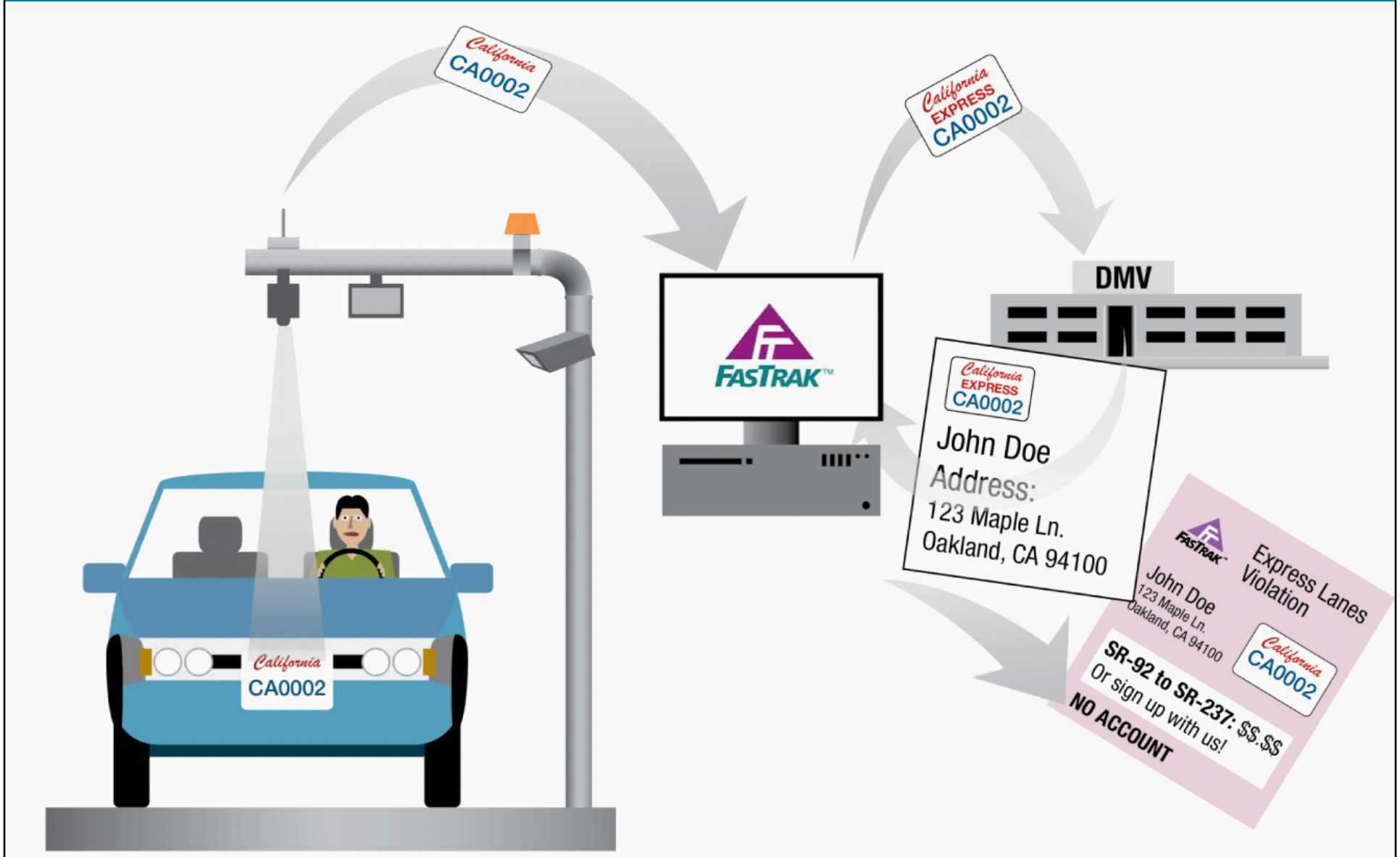
Source: Metropolitan Transportation Commission

ATTACHMENT C: SWITCHABLE TAG



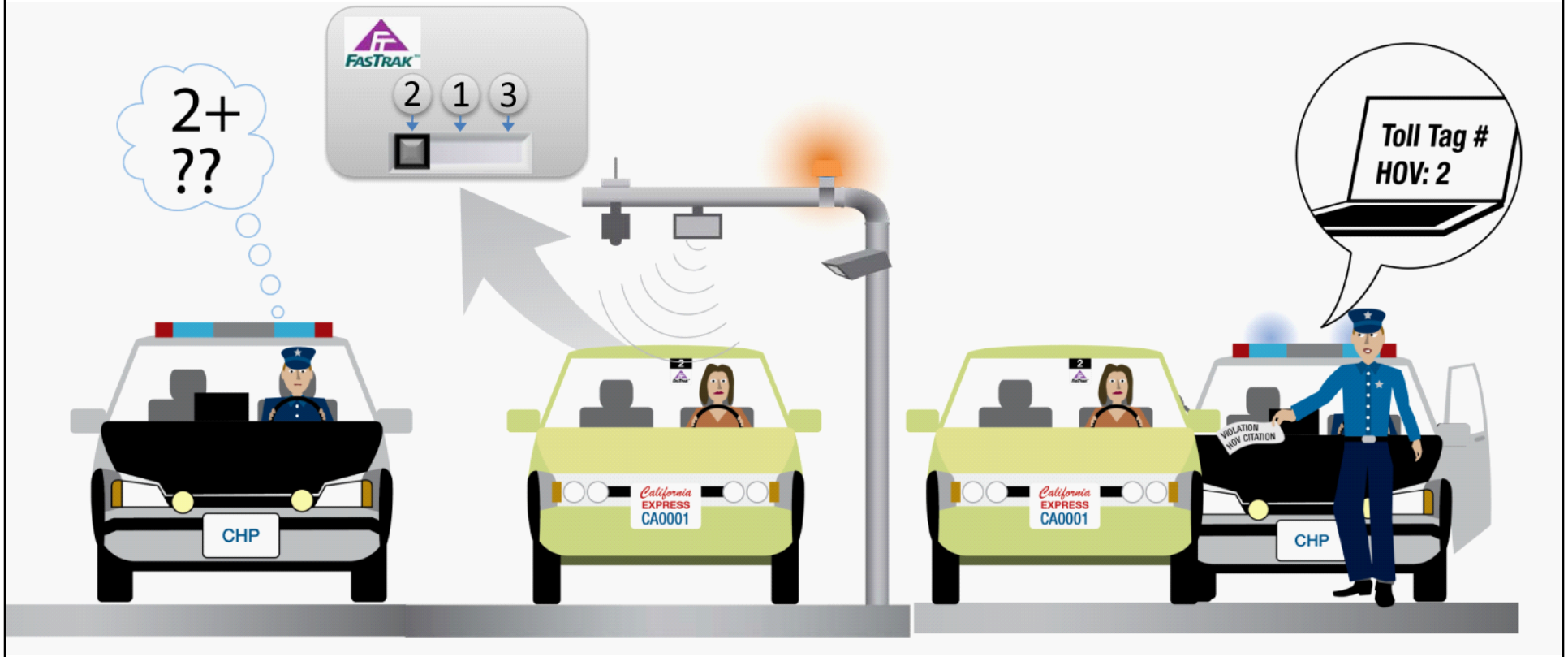
Source: Bay Area Toll Authority (BATA), 04/17/2015

ATTACHMENT D:
AUTOMATED NO TAG - VIOLATION ENFORCEMENT SYSTEM



Source: Bay Area Infrastructure Financing Authority (BAIFA), Bay Area Express Lanes, 05/22/2013

ATTACHMENT E:
MANUAL TAG - OCCUPANCY VIOLATION ENFORCEMENT



Source: Bay Area Infrastructure Financing Authority (BAIFA), Bay Area Express Lanes, 05/22/2013

SANTA CLARA
Valley Transportation Authority

Date: May 5, 2015
Current Meeting: May 14, 2015
Board Meeting: June 4, 2015

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Policy Advisory Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director of Government Affairs, Jim Lawson

SUBJECT: Legislative Update Matrix

FOR INFORMATION ONLY

BACKGROUND:

The Legislative Update Matrix describes key transportation-related bills and other measures of interest that are being considered by the California State Legislature during the 2015-2016 regular session. The matrix indicates the status of these bills and any VTA positions with regard to them.

DISCUSSION:

The purpose of this report is to provide an update on recent developments related to a number of key transportation issues facing lawmakers in Sacramento.

Variable Gas Tax Rate: In March, the Board of Equalization voted to lower the state's variable gasoline excise tax rate by 6 cents, effective January 1, 2015, because of the steep decline in fuel prices that has occurred over the past year. This action would result in a reduction of more than $800 million in gas tax revenues that otherwise would go to local streets and roads, the State Transportation Improvement Program (STIP), and the State Highway Operation and Protection Program (SHOPP). The reason for this adjustment dates back to the complex transportation funding swap that was initially enacted by the Legislature in 2010 and then reaffirmed in 2011 in order to correct a series of problems that resulted from the passage of several ballot measures in November 2010. Under the transportation funding swap, the state's share of the sales tax on gasoline was eliminated and replaced with a variable excise tax that the Board of Equalization is required to adjust annually to ensure that the same amount of money is being generated as by the former sales tax.

The looming 6-cent reduction would present a significant, near-term problem for local streets and roads, the STIP, and the SHOPP. But it also spotlights a fundamental problem with how the

adjustment is calculated under current law. By basing the calculation on a one-year forecast of fuel prices, which tend to be very volatile, rather than taking into account historical data, the annual adjustment in the variable gas tax rate can vary dramatically from one year to the next. This uncertainty makes it difficult for state and local agencies to plan their multi-year transportation budgets.

To address this issue, SB 321 (Beall) has been introduced. This legislation is intended to maintain the revenue-neutrality of the transportation funding swap, but protect against wide swings that could result from the annual adjustments to the variable gas tax rate. Specifically, SB 321 requires the Board of Equalization to calculate the adjustment based on a five-year average that relies on fuel price data from the previous four fiscal years and estimated fuel prices for the current fiscal year, as opposed to using a forecast for just the upcoming fiscal year. This change prevents disproportionate impacts that could result from periods of unusually low or high gas prices. In addition, the bill allows the Board of Equalization to adjust the variable gas tax rate more frequently than annually in cases of extreme changes in fuel prices. SB 321 would substantially "smooth out" the impact of any adjustments to the variable gas tax rate and, thus, reduce volatility.

Climate Change: In January, Gov. Brown announced a new plan to address the impacts of climate change in California over the next 15 years. The plan calls for increasing the amount of electricity derived from renewable sources from 33 percent to 50 percent; reducing the use of petroleum in cars and trucks by up to 50 percent; and doubling the energy efficiency of existing buildings. While the Governor's plan is ambitious, it did not include specifics when it was announced. Those specifics have now been unveiled in a four-bill package that has been introduced in the Senate. The four pieces of legislation comprising the package are as follows:

- SB 32 (Pavley) sets an enforceable greenhouse gas emissions reduction target of 80 percent below 1990 levels by 2050. It also proposes the adoption of goals to ensure that reductions in greenhouse gas emissions advance job creation; public health benefits, particularly in disadvantaged communities; innovation; and collaboration beyond California's borders.

- SB 350 (de Leon) is the legislative vehicle for implementing Gov. Brown's benchmarks. Entitled the Clean Energy and Pollution Reduction Act of 2015, this bill requires the California Public Utilities Commission (CPUC), by January 1, 2017, to establish the quantity of electricity products from eligible renewable energy resources to be procured by each retail seller to ensure that the Governor's 50 percent goal is reached by December 31, 2030. In addition, SB 350 requires the California Air Resources Board (CARB) to adopt and implement various standards related to emissions from motor vehicles in furtherance of achieving a reduction in petroleum use by 50 percent by January 1, 2030. Finally, the measure proposes to meet the Governor's goal of doubling the energy efficiency of existing buildings through the use of existing energy efficiency retrofit funding and regulatory tools administered by the California Energy Commission.

- SB 189 (Hueso) creates the Clean Energy and Low-Carbon Economic and Jobs Growth Blue Ribbon Committee to advise state agencies on the most effective ways to: (1) expend funds related to clean energy and the reduction of greenhouse gas emissions, and (2) implement

policies in order to maximize economic and employment benefits.

- SB 185 (de Leon) requires the boards of the California Public Employees' Retirement System (CalPERS) and the California State Teachers' Retirement System (CalSTRS) to divest their funds of any investments in thermal coal companies.

Express Lanes: AB 194 (Frazier) establishes a process that would allow regional and local agencies to submit applications for constructing and operating express lanes and other toll facilities on the state highway system to the CTC for approval. The purpose of this bill is to put in place a way for regional and local agencies to pursue express lanes and other toll facilities without having to seek specific authorization through the Legislature on a corridor-by-corridor basis. VTA is supporting AB 194 pursuant to the Board-adopted 2015 Legislative Program.

Local Sales Tax Measures: ACA 4 (Frazier) calls for placing before the California electorate a constitutional amendment to lower the vote threshold for approving local transportation special taxes from two-thirds to 55 percent. Meanwhile, AB 464 (Mullin) raises the maximum combined rate of all local option transaction and use taxes that could be imposed in a county from 2 percent to 3 percent to avoid potential conflicts between countywide measures and any existing or planned taxes by individual cities. VTA is supporting both ACA 4 and AB 464 pursuant to the Board-adopted 2015 Legislative Program.

Transit and Intercity Rail Capital Program: SB 9 (Beall) seeks to structure the Transit and Intercity Rail Capital Program in a way that would allow the program to accommodate large, transformative, transit expansion projects that would achieve the greatest reductions in greenhouse gas emissions. Administered by the California State Transportation Agency (CalSTA), the Transit and Intercity Rail Capital Program is one of the statewide competitive grant programs that is funded with cap-and-trade auction proceeds.

Under the provisions of SB 9, CalSTA would be required to put together a five-year program of projects for funding under the Transit and Intercity Rail Capital Program, which would be updated every two years. This approach is the same that is used for the STIP. SB 9 also allows CalSTA to enter into multi-year funding agreements with public transit agencies for their projects, as the Federal Transit Administration (FTA) does with projects funded with New Starts/Small Starts dollars.

Both of these provisions would allow the Transit and Intercity Rail Capital Program to accommodate large transit expansion projects that are seeking more sizable chunks of cap-and-trade dollars by enabling CalSTA to program, commit and allocate funding over multiple fiscal years. This would not be possible if CalSTA were to initiate a new competitive process for the Transit and Intercity Rail Capital Program every single fiscal year and program only one year's worth of funding at a time, because a public transit agency would have to resubmit an application for the same project and compete year after year in order to obtain the amount of cap-and-trade funding that it needs. In turn, this uncertainly would not allow a public transit agency to use cap-and-trade auction proceeds to leverage federal dollars or to secure financing for its large expansion project. VTA is supporting SB 9 pursuant to the Board-adopted 2015 Legislative Program.

Transit-Related Bills: The California Transit Association is sponsoring the following three measures this year:

- AB 1250 (Bloom) is serving as the legislative vehicle to address the challenges that the state's 40-year-old, single axle weight limit poses for public transit buses. Discussions are currently taking place with the League of California Cities and the California State Association of Counties (CSAC) to try to reach a consensus on an approach that would balance the need for public transit agencies to effectively serve their communities with the interests of cities and counties when it comes to the condition of their local roadway systems.

- SB 413 (Wieckowski) allows public transit agencies to issue citations to passengers who fail to yield seating on their vehicles reserved for elderly or disabled persons. This legislation also provides more clarity in terms of when a public transit agency can issue a citation for loud noise occurring on its vehicles that is disturbing other passengers.

- SB 508 (Beall) excludes certain costs that are beyond the reasonable control of a public transit agency, such as liability insurance, fuel, and federal and state mandates, from the definition of operating costs when determining whether an agency meets the farebox recovery and efficiency requirements for Transportation Development Act (TDA) and State Transit Assistance Program (STA) funding.

VTA is supporting these three bills pursuant to the Board-adopted 2015 Legislative Program.

Prepared By: Kurt Evans, Government Affairs Manager
Memo No. 4912

LEGISLATIVE UPDATE
2015 - 2016 State Legislative Session
April 24, 2015

2015 Regular Session Calendar

DAY	JANUARY
1	Statutes signed into law in 2014 take effect.
5	Legislature reconvenes.
10	Budget must be submitted by the Governor to the Legislature on or before this date.
30	Last day to submit bill requests to the Legislative Counsel's Office.

DAY	FEBRUARY
27	Last day for new bills to be introduced.

DAY	MARCH
26	Spring Recess begins upon adjournment.

DAY	APRIL
6	Legislature reconvenes from Spring Recess.

DAY	MAY
1	Last day for policy committees to hear and report fiscal bills introduced in their house of origin.
15	Last day for policy committees to hear and report to the floor non-fiscal bills introduced in their house of origin.
29	Last day for fiscal committees to hear and report to the floor bills introduced in their house of origin.

DAY	JUNE
5	Last day for bills to be passed out of their house of origin.
15	Budget must be passed by midnight.

DAY	JULY
17	Last day for policy committees to hear and report bills introduced in the other house. Summer Recess begins upon adjournment, provided that the Budget Bill has been enacted.

DAY	AUGUST
17	Legislature reconvenes from Summer Recess.
28	Last day for fiscal committees to hear and report to the floor bills introduced in the other house.

DAY	SEPTEMBER
4	Last day to amend bills on the Assembly and Senate floors.
11	Last day for each house to pass bills. Interim Study Recess begins at the end of this day's session.

DAY	OCTOBER
11	Last day for the Governor to sign or veto bills passed by the Legislature before September 11, and in his possession after September 11.

DAY	JANUARY 2016
1	Statutes signed into law in 2015 take effect.
6	Legislature reconvenes.

State Assembly Bills

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 2 (Alejo) Community Revitalization and Investment Authorities	Authorizes cities, counties and special districts to establish community revitalization and investment authorities to invest property tax increment revenues to relieve conditions of unemployment, reduce high crime rates, repair deteriorated or inadequate infrastructure, promote affordable housing, and improve conditions leading to increased employment opportunities. Provides that a community revitalization and investment authority formed by a city or county that created a redevelopment agency that was dissolved shall not become effective until the successor agency or designated local authority for the former redevelopment agency has adopted certain findings of fact. Requires at least 80 percent of the land calculated by census tracts within the area for which a community revitalization and investment authority is proposed to be formed to be characterized by both of the following conditions: (1) an annual median household income that is less than 80 percent of the statewide annual median income; and (2) three of the following four conditions: non-seasonal unemployment that is at least 3 percent higher than statewide median unemployment, crime rates that are 5 percent higher than the statewide median crime rate, deteriorated or inadequate infrastructure, or deteriorated commercial or residential structures. Allows a community revitalization and investment authority to: (1) provide funding to rehabilitate, repair, upgrade, or construct infrastructure; (2) provide funding for low- and moderate-income housing; (3) remedy or remove a release of hazardous substances; (4) provide for seismic retrofits of existing buildings; (5) make loans or grants for owners or tenants to improve, rehabilitate or retrofit buildings or structures; and (6) provide direct assistance to businesses in connection with new or existing facilities for industrial or manufacturing uses. Allows a community revitalization and investment authority to receive property tax increment revenues from only those affected taxing entities that have adopted a resolution approving the authority's investment plan. Every 10 years, requires a community revitalization and investment authority to conduct a protest proceeding to consider whether the property owners within the area wish for the authority to continue to take further actions to implement its investment plan. Every five years, beginning in the calendar year in which a community revitalization and investment authority has allocated a cumulative total of more than $1 million in tax increment revenues, including any proceeds of a debt issuance, requires the authority to contract for an independent audit with respect to the maintenance and replacement of affordable housing.	3/26/15	Assembly Housing & Community Development Committee	
AB 4 (Linder) Vehicle Weight Fee Revenues	Until January 1, 2020, prohibits vehicle weight fee revenues from being used to pay debt service for transportation-related, general obligation bonds or from being loaned to the General Fund.	As Introduced	Assembly Transportation Committee	Support

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 6 (Wilk) High-Speed Rail: Bond Funding	Specifies that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century (Proposition 1A), except as specifically provided with respect to an existing appropriation for early improvement projects related to the Phase I blended system. Upon appropriation by the Legislature, requires the unspent proceeds received from outstanding bonds issued and sold for high-speed rail purposes prior to the effective date of the provisions of this bill to be redirected to retiring the debt incurred from the issuance and sale of those outstanding bonds. Allows the remaining unissued bonds, as of the effective date of the provisions of this bill, that were authorized for high-speed rail purposes to be issued and sold. Upon appropriation by the Legislature, requires the net proceeds from the sale of these remaining unissued bonds to be made available to fund the construction of school facilities for K-12 and higher education. Makes no changes to the authorization under Proposition 1A for the issuance of $950 in bonds for rail purposes other than high-speed rail.	As Introduced	Assembly Transportation Committee	
AB 12 (Cooley) State Agency Regulations	By January 1, 2018, requires each state agency to do all of the following: (1) review all provisions of the California Code of Regulations applicable to, and adopted by, that state agency; (2) identify any regulations that are duplicative, overlapping, inconsistent, or out-of-date; and (3) adopt, amend or repeal regulations to reconcile or eliminate any duplication, overlap, inconsistencies, or out-of-date provisions. By January 1, 2017, requires each state agency to compile an overview of the statutory law that it oversees or administers. Requires this overview to include the following: (1) a synopsis of the state agency's key programs; (2) when each program was authorized or instituted; (3) when any statute authorizing a program was significantly revised to alter, redirect or extend the original program, as well as the reason for the revision, if known; and (4) an identification of any emerging challenges that the state agency is encountering with respect to its programs.	As Introduced	Assembly Accountability & Administrative Review Committee	
AB 21 (Perea) Greenhouse Gas Emissions Reductions: 2030 Target	By January 1, 2018, requires the California Air Resources Board (CARB) to recommend to the Governor and the Legislature a specific target for reductions in statewide greenhouse gas emissions for 2030 to be accomplished in a cost-effective manner.	As Introduced	Assembly Natural Resources Committee	
AB 23 (Patterson) Cap-and-Trade: Transportation Fuels	Prohibits the inclusion of suppliers of transportation fuels in the cap-and-trade system administered by the California Air Resources Board (CARB). Applies the provisions of the bill retroactively from January 1, 2015.	As Introduced	Assembly Natural Resources Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 24 (Nazarian) Transportation Network Companies: Public Safety Requirements	Requires a transportation network company to participate in the Department of Motor Vehicles (DMV) pull-notice system to regularly check the driving records of all participating drivers. Requires a transportation network company to register any vehicle used to transport passengers for compensation with the California Public Utilities Commission (CPUC) and to display the identifying decal issued by the CPUC on the vehicle. Requires a driver of a charter-party carrier of passengers or a transportation network company to submit fingerprint images and related information to the Department of Justice for the purpose of obtaining information as to the existence and content of state convictions and arrests. Requires drivers hired or initially retained by either a charter-party carrier of passengers or a transportation network company on or after January 1, 2016, to be subject to background checks, and mandatory drug and alcohol testing prior to employment or retention. For drivers hired or initially retained before January 1, 2016, requires a background check, and a drug and alcohol test to be completed before January 1, 2017.	3/16/15	Assembly Utilities & Commerce Committee	
AB 28 (Chu) Bicycle Safety: Rear White Flashing Light	Requires a bicycle operated during darkness upon a highway, sidewalk or bikeway to be equipped with a rear red flashing light, rather than a red reflector, that is visible from a distance of 500 feet to the rear when the bicycle is directly in front of lawful upper beams of headlamps on a motor vehicle. In lieu of a red flashing light, requires the bicyclist to wear reflective gear.	2/11/15	Assembly Transportation Committee	
AB 33 (Quirk) Climate Change Advisory Council	Establishes the Climate Change Advisory Council. Requires the council to develop the following: (1) an analysis of various strategies to achieve the statewide greenhouse gas emissions limit; (2) an economic assessment using the best available models and data of the various greenhouse gas emissions reduction strategies required to achieve the statewide greenhouse gas emissions limit; and (3) an analysis of the benefits to the health, safety and welfare of state residents, worker safety, the state's environment and quality of life, and any other benefits associated with the various greenhouse gas emissions reduction strategies to achieve the statewide greenhouse gas emissions limit. Requires the California Air Resources Board (CARB) to establish consistent metrics to accurately quantify reductions in greenhouse gas emissions, quantify public health benefits and measure the cost-effectiveness of the various strategies identified by the council in order to achieve the statewide greenhouse gas emissions limit.	4/6/15	Assembly Natural Resources Committee	
AB 40 (Ting) Golden Gate Bridge: Sidewalk Fees	Prohibits the Golden Gate Bridge, Highway and Transportation District from fixing or collecting any tolls or access fees for pedestrian and bicyclist use of the Golden Gate Bridge sidewalks.	As Introduced	Assembly Transportation Committee	
AB 51 (Quirk) Motorcycles: Lane Splitting	Allows a motorcycle to be driven between rows of stopped or moving vehicles in the same lane, including both divided and undivided streets, roads or highways, if both of the following conditions are present: (1) the speed of traffic moving in the same direction is 30 miles per hour or less; and (2) the motorcycle is not driven more than 10 miles per hour faster than the speed of traffic moving in the same direction. Specifies that the provisions of the bill do not authorize a motorcycle to be driven in contravention of other laws relating to the safe operation of a vehicle.	2/11/15	Assembly Appropriations Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 61 (Allen) Private Shuttles	Allows a public transit agency, by ordinance or resolution, to permit the vehicles of a private shuttle service provider to stop for the loading or unloading of its passengers alongside any or all curb spaces designated for the passengers of the public transit agency's buses.	As Introduced	Assembly Transportation Committee	
AB 102 (Rodriguez) Railroad and Surface Transportation Safety and Emergency Planning	Requires the Office of Emergency Services to develop a state regional railroad and surface transportation accident preparedness and immediate response plan. Requires the office to biennially review the training of all emergency response personnel with responsibilities along rail lines and other surface transportation routes to ascertain the level of readiness to respond to an accident involving hazardous materials. As part of this review, requires the office to determine where there are gaps in the ability to respond to spills of hazardous materials in California, and to specify what is required to continue funding the training and response teams to close those gaps. Creates the Regional Railroad and Surface Transportation Accident Preparedness and Immediate Response Force within the Office of Emergency Services. Requires the force to be responsible for providing regional and onsite response capabilities in the event of: (1) a release of hazardous materials from a rail car, or a railroad accident involving a rail car; or (2) a hazardous materials release from a truck accident. Requires the Office of Emergency Services to establish a schedule of fees to be impose on any person owning hazardous materials that are transported by rail or surface transportation in California. Upon appropriation by the Legislature, requires the revenues generated by these fees to be used for purposes related to the transportation of hazardous materials. Requires every person who operates a railroad that transports hazardous materials by rail car to register with the Board of Equalization.	3/26/15	Assembly Environmental Safety & Toxic Materials Committee	
AB 156 (Perea) Cap-and-Trade: Disadvantaged Communities	Requires the Department of Finance to incorporate into its three-year investment plan for cap-and-trade auction proceeds an allocation of funding to provide technical assistance to disadvantaged communities to assist them in developing project proposals for inclusion in the plan. Upon appropriation of cap-and-trade auction proceeds from the Greenhouse Gas Reduction Fund, requires the California Air Resources Board (CARB) to establish a comprehensive technical assistance program for eligible applicants for cap-and-trade funding that are assisting disadvantaged communities. Requires this program to provide assistance to eligible applicants with regard to any of the following: (1) identifying state agencies with appropriate grant programs; (2) developing competitive project proposals to apply for cap-and-trade funding available through state agencies; (3) coordinating existing local programs to reduce greenhouse gas emission with new programs receiving cap-and-trade funding; or (4) conducting community outreach to residents of disadvantaged communities.	3/26/15	Assembly Natural Resources Committee	
AB 157 (Levine) Richmond-San Rafael Bridge	If the Metropolitan Transportation Commission (MTC) and Caltrans develop a project to open the third lane on the Richmond-San Rafael Bridge to automobile traffic on the eastbound level and to bicycle traffic on the westbound level, requires the lead agency for the project, to the extent feasible, to complete the design work for the project simultaneously with the environmental review conducted pursuant to the California Environmental Quality Act (CEQA).	As Introduced	Senate Rules Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 162 (Rodriguez) State Highways: Wrong-Way Driving	Requires Caltrans, in consultation with the California Highway Patrol (CHP), to update a 1989 report on wrong-way driving on state highways. Requires this update to: (1) account for technological advancements and innovations that have occurred since the publication of the 1989 report; and (2) include a review of methods studied or implemented by other jurisdictions or non-governmental entities to prevent wrong-way drivers from entering state highways. Requires the update to identify any additional treatments and technologies that have the potential to reduce the number of instances of wrong-way driving on state highways, as well as a plan to incorporate those treatments and technologies into Caltrans' Wrong-Way Monitoring and Mitigation Program for the state highway system.	3/24/15	Assembly Appropriations Committee	
AB 169 (Maienschein) Local Governments: Posting of Public Records on the Internet	Except for a school district, requires a public record described as "open" that is voluntarily posted by a local agency on its Internet Website to be: (1) retrievable, downloadable, indexable, and electronically searchable by commonly used Internet search applications; (2) platform independent and machine readable; (3) available to the public free of charge and without restriction that would impede the reuse or redistribution of the public record; and (4) able to retain the data definitions and structure present when the data was compiled, if applicable.	4/6/15	Assembly Local Government Committee	
AB 194 (Frazier) Express Lanes and Tolling Facilities	Authorizes the California Transportation Commission (CTC) to approve an unlimited number of project applications submitted to the commission by regional transportation agencies, including the Santa Clara Valley Transportation Authority (VTA), for constructing and operating express lanes and other toll facilities on the state highway system. For each application submitted, requires the CTC to conduct at least one public hearing. Requires a regional transportation agency that submits such an application to the CTC to reimburse the commission for all of its costs and expenses incurred in processing the application. Requires the CTC to establish guidelines for express lanes and other toll facilities approved by the commission, subject to the following minimum requirements: (1) the regional transportation agency shall develop and operate the facilities in cooperation with Caltrans, and with the active participation of the California Highway Patrol (CHP), pursuant to an agreement that addresses all matters related to the design, construction, maintenance, and operation of state highway facilities in connection with the facilities; (2) the regional transportation agency shall be responsible for establishing, collecting and administering the tolls; (3) the regional transportation agency shall be responsible for paying for the maintenance of the facilities, pursuant to an agreement with Caltrans; (4) the revenues generated from the operation of the facilities shall be available to the regional transportation agency for the direct expenses related to the maintenance, administration and operation of the facilities, including collection and enforcement; and (5) all remaining revenues generated by the facilities shall be used in the corridor pursuant to an expenditure plan adopted by the regional transportation agency. Authorizes a regional transportation agency to issue bonds to finance the construction of the facilities or any projects included in an expenditure plan specifying how any net revenues generated by the facilities would be used. In addition, includes comparable provisions for express lanes and other toll facilities on the state highway system proposed to be constructed and operated by Caltrans. Does not authorize or prohibit the conversion of any existing non-toll lanes into toll lanes, except that a high-occupancy vehicle (HOV) lane may be converted into an express lane.	4/7/15	Assembly Transportation Committee	Support

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 198 (Frazier) Tow Trucks	In the event of an emergency occurring on a roadway that requires the rapid removal of impediments to traffic or in order to render assistance to a disabled vehicle obstructing the roadway, authorizes a tow truck driver operating under an agreement with the law enforcement agency responsible for investigating traffic collisions on the roadway to utilize the center median or right shoulder of the roadway if certain, specified conditions are met.	As Introduced	Senate Rules Committee	
AB 208 (Bigelow) Bicycles	Requires the operator of a bicycle behind which five or more vehicles are formed in a line to turn off the roadway at the nearest place possible in order to permit the vehicles to proceed, if the driver of a motor vehicle is unable to overtake or pass the bicyclist.	3/26/15	Assembly Transportation Committee	
AB 210 (Gatto) HOV Lanes: Los Angeles County	Beginning July 1, 2016, requires high-occupancy vehicle (HOV) lanes on the following portions of the state highway system in Los Angeles County to operate only during hours of heavy commuter traffic, as determined by Caltrans: (1) SR 134 between SR 170 and SR 210; and (2) SR 210 between SR 134 and SR 57. On or after May 1, 2017, authorizes Caltrans to reinstate 24-hour HOV lanes on these corridors if the department determines that there is an adverse impact on safety, traffic conditions or the environment by limiting the use of HOV lanes only during heavy commuter traffic hours.	As Introduced	Assembly Appropriations Committee	
AB 219 (Daly) Prevailing Wage: Concrete Delivery	Requires prevailing wages to be paid for public works contracts relating to the delivery of ready-mix concrete.	As Introduced	Assembly Labor & Employment Committee	
AB 227 (Alejo) Transportation Funding	Retains the revenues generated by vehicle weight fees in the State Highway Account, and requires the General Fund to pay debt service on transportation general obligation bonds. With regard to the revenues derived from increases in the state gasoline excise tax resulting from the transportation funding swap initially enacted in 2010 and reaffirmed in 2011, requires all of the money to be allocated in the following manner: (1) 44 percent to the State Transportation Improvement Program (STIP); (2) 44 percent to cities and counties for local streets and roads; and (3) 12 percent to the State Highway Operation & Protection Program (SHOPP). With respect to any loans made to the General Fund from the State Highway Account, the Public Transportation Account, the Bicycle Transportation Account, the Motor Vehicle Fuel Account, the Highway Users Tax Account, the Pedestrian Safety Account, the Transportation Investment Fund, the Traffic Congestion Relief Fund, the Motor Vehicle Account, and the Local Airport Loan Account with a repayment date of January 1, 2019, or later to be repaid to the account from which the loan was made by December 31, 2018. Recaptures revenues generated by Caltrans through the rental or sale of property, the sale of documents and other miscellaneous services to the public for transportation purposes.	4/15/15	Assembly Budget Committee	Support
AB 239 (Gallagher) Global Warming Solutions Act: Regulations	Beginning January 1, 2016, prohibits the California Air Resources Board (CARB) from adopting or amending regulations pursuant to the Global Warming Solutions Act. Authorizes CARB to submit to the Legislature recommendations on how to achieve the goals of the act.	As Introduced	Assembly Natural Resources Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 313 (Atkins) Enhanced Infrastructure Financing Districts	Authorizes an enhanced infrastructure financing district to finance the acquisition, construction or rehabilitation of housing for persons of very low income for rent or purchase. Requires a district's financing plan to include a series of specified actions if any dwelling units are proposed to be removed or destroyed either in the course of private development financed by the district or by public works construction resulting from the district's financing plan.	As Introduced	Assembly Local Government Committee	
AB 318 (Chau) Lost Property	If a lost or unclaimed item worth $100 or more in value is found on public transit property, requires the person who found the item to turn it in to the public transit agency. Provides 30 days for the owner of the item to reclaim it from the public transit agency. Allows the public transit agency to require payment by the owner of a reasonable charge to defray the costs of storage and care of the property. If the item remains unclaimed after 30 days, allows the public transit agency to dispose of it to a charitable organization.	3/11/15	Assembly Judiciary Committee	
AB 323 (Olsen) CEQA: Exemption for Certain Roadway Projects	Extends until January 1, 2020, an existing California Environmental Quality Act (CEQA) exemption for a project to repair, maintain or make minor alterations to an existing roadway if all of the following conditions are met: (1) the project is carried out by a city or county with a population of less than 100,000 persons; (2) the project will improve public safety; and (3) the project does not cross a waterway.	4/6/15	Assembly Transportation Committee	
AB 338 (R. Hernandez) LA Metro: Local Transportation Sales Taxes	In addition to any other tax that it is authorized to impose or has imposed, allows the Los Angeles County Metropolitan Transportation Authority (LA Metro) to impose a transactions and use tax at the rate of 0.5 percent for a period not to exceed 30 years that would be applicable in the incorporated and unincorporated areas of Los Angeles County. Requires the ordinance imposing the tax to contain the following: (1) an expenditure plan that lists the transportation projects and programs to be funded from net revenues from the tax; (2) a requirement that the expenditure plan include measures to ensure that net revenues are share equitably between regions of the county; (3) a provision limiting LA Metro's costs of administering the ordinance and the net revenues from the tax to 1.5 percent of the total tax revenues; (4) a requirement that the net revenues from the tax, defined to mean the total tax revenues less any refunds, costs of administration by the state Board of Equalization and LA Metro's administrative costs, be used to fund the transportation projects and programs identified in the expenditure plan; (4) a requirement that LA Metro, during the period that the ordinance is operative, allocate an unspecified percentage of all net revenues from the tax for operating costs associated with bus service provided by LA Metro and the municipal transit operators in Los Angeles County; and (5) a requirement that LA Metro, during the period that the ordinance is operative, allocate an unspecified percentage of all net revenues from the tax for rail operations. Requires LA Metro to notify the Legislature prior to taking action on any amendments to the adopted expenditure plan. Provides that the ordinance shall become operative if approved by a two-thirds vote of the electorate in Los Angeles County. Authorizes LA Metro to incur bonded indebtedness payable from the net revenues of the tax.	3/19/15	Assembly Local Government Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 378 (Mullin) US 101 Corridor	States the intent of the Legislature to enact a bill to provide such powers, responsibilities, funding, and financing mechanisms; innovative project delivery authority; and governance structures as may be necessary, convenient and beneficial to enable responsible local, regional and state agencies to substantially improve mobility in the US 101 Corridor in San Francisco, San Mateo and Santa Clara Counties.	As Introduced	Assembly Desk	
AB 397 (Mathis) High-Speed Rail: Bond Funding	Specifies that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century (Proposition 1A), except as specifically provided with respect to an existing appropriation for early improvement projects related to the Phase I blended system. Upon appropriation by the Legislature, requires the unspent proceeds received from outstanding bonds issued and sold for high-speed rail purposes prior to the effective date of the provisions of this bill to be redirected to retiring the debt incurred from the issuance and sale of those outstanding bonds. Allows the remaining unissued bonds, as of the effective date of the provisions of this bill, that were authorized for high-speed rail purposes to be issued and sold. Upon appropriation by the Legislature, requires the net proceeds from the sale of these remaining unissued bonds to be made available to fund the construction of water capital projects, including desalination facilities, wastewater treatment and recycling facilities, reservoirs, water conveyance infrastructure, and acquifer recharge. Makes no changes to the authorization under Proposition 1A for the issuance of $950 in bonds for rail purposes other than high-speed rail.	4/14/15	Assembly Transportation Committee	
AB 400 (Alejo) Changeable Message Signs	Prior to June 30, 2016, requires Caltrans to update its internal policies to allow displays of the following types of messages on changeable message signs: (1) safety messages; (2) transportation-related messages; (3) reminders to register to vote; and (4) reminders to vote as elections approach.	3/26/15	Assembly Appropriations Committee	
AB 422 (McCarty) SacRT: Line of Credit	Authorizes the Sacramento Regional Transit District (SacRT) to seek and obtain a short-term revolving line of credit for operating purposes in anticipation of receipt of operating grants, with the extension of credit evidenced by a note. Allows SacRT to pledge anticipated grants and any other funds available, including fare revenues, as security for repayment of the note, the interest on the note, and the related obligations evidenced by the note. Requires the note to have a maturity date of not more than 60 months from the date of issuance. Authorizes SacRT to pledge anticipated operating grants and other available funds over a multi-year period. Caps the maximum indebtedness under the note at 85 percent of the amount of the anticipated grants and other funds pledged.	4/7/15	Assembly Local Government Committee	
AB 457 (Melendez) Express Lanes: CTC Reporting Requirements	Requires the California Transportation Commission (CTC) to prepare and submit a report to the Legislature every two years, as opposed to annually, on the progress of the development and operation of express lanes that the commission previously approved for implementation by the Metropolitan Transportation Commission (MTC) and the Riverside County Transportation Commission (RCTC).	3/26/15	Assembly Transportation Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 464 (Mullin) Local Sales Tax Add-Ons	Raises the cap on local sales tax "add-ons" that could be enacted within a county from 2 percent to 3 percent.	4/6/15	Assembly Revenue & Taxation Committee	Support
AB 498 (Levine) Wildlife Corridors	Declares that it is the policy of California and all state agencies, with regard to a project proposed in an area defined as a wildlife corridor, to encourage the project proponent to consult with the Department of Fish and Wildlife and, wherever feasible and practicable, to take steps to promote, protect or restore the functioning of the wildlife corridor through various means. Specifies that those means may include: (1) acquiring or protecting wildlife corridors as open space through conservation easements; (2) installing wildlife-friendly fencing; or (3) providing roadway undercrossings, and oversized culverts and bridges to allow for movement of wildlife between habitat areas.	4/8/15	Assembly Water, Parks & Wildlife Committee	
AB 516 (Mullin) Temporary License Plates	Requires the Department of Motor Vehicles to develop a temporary license plate system to enable vehicle dealers and lessor-retailers to provide such plates at the time of sale of a vehicle. Requires the system to provide real-time electronic access to information identifying a vehicle and its owner only to those entities authorized to access the state's vehicle registration system. Requires the temporary license plate system to begin operating on January 1, 2017. Beginning January 1, 2017, requires a vehicle dealer or lessor-retailer, at the time of sale, to affix a temporary license plate to a vehicle sold without a permanent license plate.	As Introduced	Assembly Transportation Committee	
AB 518 (Frazier) Caltrans Reporting Requirements	Eliminates a requirement in existing law for Caltrans to annually compile information and report to the Legislature on the number of projects for which an agreement to transfer funds to a local or regional agency was not executed within 90 days from the date on which the California Transportation Commission (CTC) approved an allocation request for the project, as well as the reasons for that occurrence.	As Introduced	Assembly Transportation Committee	
AB 528 (Baker) BART Employees: Strike Prohibition	Prohibits the employees of the Bay Area Rapid Transit District (BART) from engaging in a strike or work stoppage if the BART Board of Directors maintains the compensation and benefit provisions of an expired contract, and an employee or union has agreed to a provision prohibiting strikes in the expired or previous written labor contract. Provides that an employee whom BART finds willfully engaged in a strike or work stoppage in violation of the provisions of this bill is subject to dismissal if that finding is sustained upon conclusion of the appropriate proceedings necessary for the imposition of a disciplinary action.	As Introduced	Assembly Public Employees, Retirement & Social Security Committee	
AB 552 (O'Donnell) Public Works Contracts: Liquidated and Consequential Damages	Requires public works contracts entered into by a public agency on or after January 1, 2016, to provide that damages recoverable from a non-performing party must be liquidated and specified in the contract in order to be enforceable against the non-performing party. Prohibits liquidated damages from being disproportionate to potential actual consequential and provable damages. For public works contracts entered into on or after January 1, 2016, prohibits a public agency from requiring a contractor to be responsible for consequential damages of any sort unless such damages have been liquidated to a set amount and identified in the contract.	3/26/15	Assembly Judiciary Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 604 (Olsen) Electrically Motorized Skateboards	Makes it an infraction for a person to operate an electrically motorized skateboard on a highway while under the influence of an alcoholic beverage or any drug, or under the combined influence of an alcoholic beverage and any drug. Allows an electrically motorized skateboard to be operated on a bikeway, unless the local agency having jurisdiction over the bikeway prohibits that operation by ordinance. Prohibits operating an electrically motorized skateboard: (1) unless it is equipped with a brake or braking function that will enable the operator to make a braked wheel skid on dry, level, clean pavement; (2) on a highway with a speed limit in excess of 25 miles per hour (mph) unless the skateboard is operated within a bikeway; (3) without wearing a properly fitted and fastened bicycle helmet, if the operator is under 18 years of age; (4) with any passengers in addition to the operator; (5) on a sidewalk at a speed in excess of five mph or the pace of pedestrian traffic, whichever is slower; and (6) at a speed in excess of 20 mph. Prohibits the following: (1) leaving or parking an electrically motorized skateboard on any sidewalk in a way that does not allow for an adequate path for pedestrian traffic; and (2) attaching the electrically motorized skateboard or operator, while on the roadway, to any other vehicle. Prohibits a person under 12 years of age from operating an electrically motorized skateboard. Requires an electrically motorized skateboard to be equipped with lamps and reflectors in order to be operated on a highway or bikeway during darkness. Allows a local authority, by ordinance, to regulate the registration, parking and operation of electrically motorized skateboards on sidewalks, bicycle facilities and local streets/roads, if the regulation is not in conflict with the provisions of this bill.	As Introduced	Assembly Transportation Committee	
AB 620 (R. Hernandez) Express Lanes: Hardship Exemption from Paying Tolls	In implementing express lanes in the I-10 and I-110 Corridors, requires the Los Angeles County Metropolitan Transportation Authority (LA Metro) to provide a hardship exemption from the payment of toll charges for low-income commuters who meet the eligibility requirements for certain, specified assistance programs.	As Introduced	Assembly Transportation Committee	
AB 692 (Quirk) Low-Carbon Transportation Fuels	Beginning January 1, 2017, requires Caltrans, the Department of General Services and any other state agency that is a buyer of transportation fuels to procure 3 percent of the total amount of fuel purchased from very low carbon transportation fuel sources. Requires this amount to be increased by 1 percent each year thereafter until January 1, 2024. Defines "very low carbon transportation fuel" to mean a liquid or gaseous transportation fuel having no greater than 50 percent of the carbon intensity of the closest comparable petroleum fuel for that year, as measured by the methodology in the low-carbon fuel standard regulation promulgated by the California Air Resources Board (CARB).	4/6/15	Assembly Natural Resources Committee	
AB 720 (Cooley) Cap-and-Trade: Market-Based Compliance Mechanisms	For any market-based compliance mechanism that the California Air Resources Board (CARB) might adopt pursuant to the Global Warming Solutions Act of 2006, requires CARB to allow participating entities to freely sell or transfer greenhouse gas emissions allowances held in a holding account or compliance account, except for allowances that have been expressly retired to meet a compliance obligation. In addition, requires CARB to set a price cap on any allowances offered for purchase through the board.	As Introduced	Assembly Natural Resources Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 726 (Nazarian) LA Metro: Articulated Buses	Authorizes the Los Angeles County Metropolitan Transportation Authority (LA Metro) to operate articulated buses that do not exceed a length of 82 feet on the route designated as the Orange Line.	3/26/15	Assembly Local Government Committee	
AB 742 (Gallagher) Heavy-Duty Diesel-Fueled Vehicles	Prohibits the California Air Resources Board (CARB) from enforcing regulations relating to the reduction of emissions of diesel particulate matter, oxides of nitrogen and other criteria pollutants from in-use diesel-fueled vehicles until CARB completes a review of the safety of any particulate-matter filters required to be installed on those affected vehicles.	As Introduced	Assembly Transportation Committee	
AB 754 (Ridley-Thomas Small Business Tax Relief in LA County	States the intent of the Legislature to enact a bill to provide tax relief to small businesses in Los Angeles County during periods of disruption caused by transit-related construction activities conducted by the Los Angeles County Metropolitan Transportation Authority (LA Metro) that result in decreased business revenues.	As Introduced	Assembly Desk	
AB 779 (Garcia) CEQA: Transit Priority Areas	For a project located within a transit priority area, provides that the following are not considered to be significant impacts on the environment for purposes of the California Environmental Quality Act (CEQA): (1) transportation impact related to greenhouse gas emissions; and (2) automobile delay impact, as described solely by level of service, or similar measure of vehicular capacity or traffic congestion.	3/26/15	Assembly Transportation Committee	
AB 828 (Low) Transportation Network Company Vehicles	Exclude any motor vehicle operated in connection with a transportation network company from the definition of "commercial vehicle."	As Introduced	Assembly Utilities & Commerce Committee	
AB 869 (Cooper) Fare Evasion and Prohibited Conduct on Transit Vehicles	For those public transit agencies that use an administrative adjudication process for fare evasion and passenger misconduct violations, provides that a person who fails to pay the administrative penalty when due or to have the violation dismissed may be subject to criminal penalties. Requires the public transit agency to include in the notice of fare evasion or passenger misconduct a printed statement indicating that the person may be charged with an infraction or misdemeanor if the administrative penalty is not paid when due or dismissed.	As Introduced	Assembly Transportation Committee	
AB 875 (Harper) Low-Speed Electric Bicycles	Allows a low-speed electric bicycle to be operated on a bicycle path or trail; bikeway; bicycle lane; equestrian trail; or hiking or recreational trail. Defines "low-speed electric bicycle" to mean a two- or three-wheeled device that has fully operative pedals for propulsion by human power and has an electric motor that meets all of the following requirements: (1) has a power output of not more than 750 watts; (2) is incapable of propelling the device at a speed of more than 20 miles per hour on a paved level surface when ridden by an operator who weighs 170 pounds; (3) is incapable of further increasing the speed of the device when human power is used to propel the device faster than 20 miles per hour; and (4) has a weight of not more than 80 pounds.	As Introduced	Assembly Transportation Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 877 (Chu) California Transportation Commission and Transportation Funding	Expands the California Transportation Commission (CTC) to 15 members, with one additional ex officio, non-voting member being appointed by the Assembly Speaker and one additional ex officio, non-voting member being appointed by the Senate Rules Committee. States the intent of the Legislature to enact a bill to find a revenue stream to supplement the fuel excise tax to provide additional funding for transportation infrastructure projects in California.	3/26/15	Assembly Transportation Committee	
AB 914 (Brown) Toll Facilities: San Bernardino County	Authorizes the San Bernardino County Transportation Commission to construct and operate toll facilities on I-10 and I-15 within San Bernardino County, as well as within portions of the counties of Los Angeles and Riverside, subject to an agreement with the Los Angeles County Metropolitan Transportation Authority (LA Metro) and the Riverside County Transportation Commission (RCTC), respectively.	4/8/15	Assembly Transportation Committee	
AB 946 (Ting) Electric Vehicle Charging Stations	Authorizes the California Air Resources Board (CARB) to adopt interoperability billing standards for network roaming payment methods for electric vehicle charging stations if no standards have been adopted by a national standards organization by January 1, 2016. If CARB adopts such standards, requires all electric vehicle charging stations that require payment to meet them within six months.	3/26/15	Assembly Transportation Committee	
AB 1015 (Bloom) Parking: Car-Share Vehicles	Allows a local authority, by ordinance or resolution, to designate certain streets or portions of streets for the non-exclusive parking privilege of motor vehicles participating in a car-share vehicle or ridesharing program.	As Introduced	Assembly Transportation Committee	
AB 1030 (Ridley-Thomas) Cap-and-Trade: Project Labor Agreements	Requires a state agency that allocates cap-and-trade auction proceeds from the Greenhouse Gas Reduction Fund to prioritize a project that includes any of the following: (1) project labor agreements with targeted hire goals; (2) community workforce agreements that connect local residents to jobs or training opportunities; or (3) partnerships with training entities that have a proven track record of placing disadvantaged workers in career-track jobs.	As Introduced	Assembly Natural Resources Committee	
AB 1033 (Garcia) Infrastructure Financing	Enacts the California Economic Development Infrastructure Act of 2015. Authorizes the California Infrastructure and Economic Development Bank to award participation rights to corporations to deliver infrastructure projects for the state that have been determined as appropriate for financing through a public-private partnership. Provides that such participation rights include a commitment by the state to allow a corporation to compete for state public-private partnership infrastructure projects. Provides that eligible infrastructure projects include goods movement, public transit, solid waste collection and disposal, water treatment and distribution, and defense conversion.	As Introduced	Assembly Jobs, Economic Development & the Economy Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1068 (Allen) CEQA: Priority Projects	Enacts the Priority Project Parity Act of 2015. By November 15 of each year, authorizes each member of the Legislature to annually nominate and submit to the Governor one project within his or her respective district as a priority project. Requires the Governor to designate a project as a priority project if all of the following are met: (1) the project will result in at least 100 new or retained full-time jobs; (2) the project is consistent with an adopted sustainable communities strategy for the region in which the project is located; and (3) the project applicant certifies its intent to remain in the location of the project for a minimum of five years. For purposes of complying with the requirements of the California Environmental Quality Act (CEQA), allows the environmental impact report (EIR) for a priority project to tier from an earlier EIR completed for the existing or earlier versions of the project. Requires the tiered EIR to be limited to the consideration of significant adverse impacts resulting from the project: (1) that were not previously identified in the earlier EIR; or (2) that were identified in the earlier EIR, but are more severe than previously identified. Provides that a new EIR is not required for a priority project that has already been included in an EIR prepared and certified under CEQA; however, requires the lead agency to prepare an addendum to the prior EIR to explain to the public and other interested stakeholders the manner in which the project had been addressed in the prior EIR. Prohibits a court from staying or enjoining the implementation of a priority project unless the court finds either of the following: (1) the continued implementation of the priority project presents an imminent threat to public health and safety; or (2) the priority project site contains unforeseen important Native American artifacts; or unforeseen important historical, archaeological or ecological values that would be materially, permanently and adversely affected by the continued implementation of the project.	As Introduced	Assembly Natural Resources Committee	
AB 1087 (Grove) Cap-and-Trade: High-Speed Rail	Restates that cap-and-trade auction proceeds allocated from the Greenhouse Gas Reduction Fund for high-speed rail purposes shall be used for the following components of the initial operating segment and Phase 1 blended system as described in the California High-Speed Rail Authority's 2012 Business Plan: (1) acquisition and construction; (2) environmental review and design; (3) other capital costs; and (4) repayment of any loans made to the High-Speed Rail Authority to fund the project.	As Introduced	Assembly Transportation Committee	
AB 1096 (Chiu) Electric Bicycles	Defines an electric bicycle as a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts. Establishes three classes of electric bicycles as follows: (1) class 1 electric bicycle or low-speed, pedal-assisted electric bicycle, which is defined as a bicycle equipped with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour (mph); (2) class 2 electric bicycle or low-speed, throttle-assisted electric bicycle, which is defined as a bicycle equipped with a motor that may be used exclusively to propel the bicycle, and that is not capable of providing assistance when the bicycle reaches the speed of 20 mph: and (3) class 3 electric bicycle or speed pedal-assisted electric bicycle, which is defined as a bicycle equipped with a speedometer, as well as with a motor that provides assistance only when the rider is pedaling, and that ceases to provide assistance when the bicycle reaches the speed of 28 mph. Requires a person riding an electric bicycle to comply with all laws relating to the operation of a regular bicycle. Prohibits persons under 14 years of age from operating a class 3 electric bicycle. Requires persons operating or riding upon a class 3 electric bicycle to wear a helmet.	3/26/15	Assembly Transportation Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1098 (Bloom) Congestion Management Programs	Eliminates traffic level of service standards as an element of a congestion management program, as well as the requirement that a city or county prepare a deficiency plan when highway or roadway level of service standards are not met. Instead, requires a congestion management program to include, at a minimum, performance measures related to vehicle miles traveled, air emissions, and bicycle, pedestrian and public transit mode share, as determined by the applicable regional agency. Requires the travel demand element of a congestion management program to include a broad range of transportation options. Requires a congestion management program to analyze the interaction between land-use decisions made by local jurisdictions and the regional transportation system. For roadway capacity expansion projects included in the capital improvement program element of a congestion management program, requires an analysis of the potential for induced vehicle travel. Requires the applicable regional agency to evaluate: (1) the consistency between a county congestion management program and the regional transportation plan, including any adopted sustainable communities strategy; and (2) how a county congestion management program contributes to achieving the greenhouse gas emissions reduction target that has been assigned to the region by the California Air Resources Board (CARB).	3/26/15	Assembly Transportation Committee	
AB 1138 (Patterson) High-Speed Rail: Eminent Domain	Prohibits the California High-Speed Rail Authority, and the State Public Works Board acting on behalf of the authority, from adopting a resolution of necessity to commence an eminent domain proceeding to acquire a parcel of real property on a corridor or usable segment of the state's proposed high-speed train system unless the resolution includes both of the following: (1) identification of the sources of all funds that are to be invested in that corridor or usable segment, and the anticipated time of receipt of those funds; and (2) a certification that the authority has completed all necessary project level environmental clearances necessary to proceed to construction of the corridor or usable segment.	As Introduced	Assembly Transportation Committee	
AB 1160 (Harper) Automated Traffic Enforcement Systems	Beginning January 1, 2016, prohibits a governmental agency from installing an automated traffic enforcement system. Allows a governmental agency that has an automated traffic enforcement system in place on January 1, 2016, to continue to operate the system after that date only if the agency begins conducting a traffic safety study at each intersection where the system is in use to determine whether the system resulted in a reduction in the number of traffic accidents at that intersection. If the traffic safety study shows that the use of an automated traffic enforcement system did not reduce the number of traffic accidents occurring at an intersection, requires the governmental agency to terminate the use of the system at that intersection no later than January 1, 2018.	4/6/15	Assembly Transportation Committee	
AB 1164 (Gatto) State Highways: Performance Measures	Requires Caltrans to develop performance measures to establish an evaluation and rating of the overall quality of the state highway system. Requires the measures to demonstrate how resource, staffing and programming decisions impact the overall condition of the state highway system. Also requires the measures to address the number of distressed lane miles, bridge conditions and life cycle costs.	3/26/15	Assembly Transportation Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1169 (Gomez) Strategic Growth Council: Funding for Projects	Requires all recipients of state funding from the Strategic Growth Council or any of its member state agencies for a project to post signs acknowledging the source of funds for the project pursuant to guidelines adopted by the council. If the state funding equals 50 percent or more of the total costs of the project, requires the state funding source to be listed first on the signs.	3/26/15	Assembly Natural Resources Committee	
AB 1171 (Linder) CMGC Contacting: JPAs and Local Expressways	Authorizes joint powers authorities (JPAs) to use the Construction Manager/General Contractor (CMGC) project delivery method to design and construct projects on expressways that are not on the state highway system if the projects are developed in accordance with an expenditure plan approved by voters as of January 1, 2014. Requires the entity responsible for the maintenance of local streets and roads within the jurisdiction of the expressway to be responsible for the maintenance of the expressway. For any project interfacing with the state highway system, requires: (1) Caltrans to perform construction inspection services; and (2) the JPA and Caltrans to enter into a cooperative agreement that reflects the roles and responsibilities of each party as assigned by state law, and that includes a resolution process with the primary objective to ensure that the project stays on schedule and issues between the parties are resolved in a timely manner.	4/14/15	Assembly Transportation Committee	
AB 1176 (Perea) Advanced Low-Carbon Diesel Fuels Access Program	Establishes the Advanced Low-Carbon Diesel Fuels Access Program to be administered by the California Air Resources Board (CARB). Specifies that the purpose of the program is to reduce greenhouse gas emissions of diesel motor vehicles by providing capital assistance for projects that expand advanced low-carbon diesel fueling infrastructure in communities that are disproportionately impacted by environmental hazards and where the greatest air quality impacts can be identified. Appropriates $35 million in cap-and-trade auction proceeds from the Greenhouse Gas Reduction Fund for this program. Requires CARB and the State Energy Resources Conservation and Development Commission to allocate not less than 50 percent of the available funds under the Alternative and Renewable Fuel and Vehicle Technology Program to projects that provide direct benefits to, serve or are located in disadvantaged communities.	As Introduced	Assembly Transportation Committee	
AB 1236 (Chiu) Electric Vehicle Charging Stations	Require a city or county to administratively approve an application to install an electric vehicle charging station through the issuance of a building permit or similar non-discretionary permit. If a building official of a city or county makes a finding based on substantial evidence that the electric vehicle charging station could have a specific, adverse impact on public health and safety, allows the city or county to require the applicant to apply for a use permit. Prohibits a city or county from denying an application for a use permit to install an electric vehicle charging station unless it makes written findings based on substantial evidence in the record that the proposed station would have a specific, adverse impact on public health and safety, and there is no feasible method to satisfactorily mitigate or avoid that impact. By September 30, 2016, requires every city and county in the state to adopt an ordinance that creates an expedited, streamlined permitting process for electric vehicle charging stations.	As Introduced	Assembly Local Government Committee	
AB 1250 (Bloom) Public Transit Bus Axle Weight Limit	Exempts a public transit bus procured through a solicitation that was issued before January 1, 2016, from the 20,500-pound single axle weight limit.	3/19/15	Assembly Transportation Committee	Support

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1251 (Gomez) Greenway Development and Sustainment Act	Enacts the Greenway Development and Sustainment Act. Authorizes a tax-exempt non-profit organization that has as its primary purpose the preservation, protection or enhancement of land in its natural, scenic, historical, agricultural, forested, or open-space conditions to acquire and hold a conservation easement for the development of a greenway. Defines "greenway" to mean a pedestrian and bicycle, non-motorized vehicle transportation, and recreational travel corridor that meets certain, specified characteristics. Includes greenways in the definition of "open-space land" for local planning purposes.	As Introduced	Assembly Water, Parks & Wildlife Committee	
AB 1265 (Perea) Public-Private Partnerships	Eliminates the January 1, 2017, sunset date, and extends existing statutory authority for Caltrans and regional transportation agencies, as defined, to utilize public-private partnerships for transportation infrastructure projects indefinitely.	As Introduced	Assembly Transportation Committee	
AB 1284 (Baker) Toll Bridge Program Oversight Committee	Subjects the Toll Bridge Program Oversight Committee, which oversees seismic retrofit and replacement projects related to the seven state-owned toll bridges in the Bay Area, to the requirements under the Bagley-Keene Open Meeting Act.	4/8/15	Assembly Local Government Committee	
AB 1287 (Chiu) San Francisco: Forward-Facing Cameras	Authorizes the city/county of San Francisco to install forward-facing cameras on San Francisco Municipal Transportation Agency (San Francisco Muni) buses to record parking, high-occupancy lane and intersection obstruction violations.	As Introduced	Assembly Transportation Committee	
AB 1288 (Atkins) Cap-and-Trade: Covered Sources	Deletes language in current state law that limits the applicability of California's cap-and-trade system to sources or categories of sources that emit greenhouse gas emissions from January 1, 2012, to December 31, 2020.	As Introduced	Assembly Natural Resources Committee	
AB 1336 (Salas) Cap-and-Trade: Disadvantaged Communities	Requires a minimum of 40 percent, rather than 25 percent, of available cap-and-trade auction proceeds in the Greenhouse Gas Reduction Fund to be allocated to projects that benefit disadvantaged communities.	3/26/15	Assembly Natural Resources Committee	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1347 (Chiu) Public Works Contracts: Claims	Establishes a claim resolution process that would be applicable to all public works contracts entered into by a public entity on or after January 1, 2016. Upon receipt of a claim from a contractor sent by registered mail, requires the public entity to conduct a reasonable review of the claim and, within a period not to exceed 30 days, to provide the contractor a written statement identifying what portion of the claim is disputed and what portion is undisputed. Specifies that failure by the public entity to respond to the claim within the 30-day period shall result in the claim being deemed approved in its entirety, and requires the claim to be processed and paid within seven days from the expiration of the 30-day period. Requires any payment due on the undisputed portion of the claim to be processed and made within seven days after the public entity issues the written statement. Requires any disputed portion of the claim, as identified in writing, to be submitted to non-binding arbitration. Allows a contractor to present a claim to a public entity on behalf of a subcontractor or a lower-tier subcontractor lacking legal standing to assert such a claim. Requires the contractor to notify the subcontractor in writing within 45 days as to whether the claim was presented to the public entity, or to provide the subcontractor a statement of reasons for why the claim was not presented. Subjects amounts for claims not paid by the public entity to the contractor in a timely manner as required by this bill to interest charges based on existing statutorily prescribed rates.	As Introduced	Assembly Accountability & Administrative Review Committee	
AB 1360 (Ting) Transportation Network Companies: Ridesharing	Allows a transportation network company to offer ridesharing services to its customers with similar pick-up locations and destinations, and to charge these customers on an individual-fare basis, provided that the fare for each passenger is less than the fare that would be charged to a single passenger traveling alone.	As Introduced	Assembly Utilities & Commerce Committee	
AB 1364 (Linder) California Transportation Commission	Excludes the California Transportation Commission (CTC) from the California State Transportation Agency (CalSTA), and establishes it as a separate and independent entity in state government.	As Introduced	Assembly Transportation Committee	
AB 1398 (Wilk) CEQA: Sustainable Environmental Protection Act	Enacts the Sustainable Environmental Protection Act. Prohibits a cause of action on the grounds of non-compliance with the California Environmental Quality Act (CEQA) that relates to any topical area or criteria for which compliance obligations are identified. Also prohibits challenges to environmental documents based on non-compliance with CEQA if: (1) the environmental document discloses compliance with applicable environmental laws; (2) the project conforms with the use designation, density or building intensity in an applicable plan; and (3) the project approval incorporates applicable mitigation requirements into the environmental document. Specifies that the provisions of this bill only apply if the lead agency or project applicant has agreed to provide to the public in a readily accessible electronic format an annual compliance report prepared pursuant to a mitigation monitoring and reporting program required by CEQA.	As Introduced	Assembly Natural Resources Committee	
AB 1459 (Kim) Toll Facilities: Orange County	Prohibits a toll facility, including an express lane, from being implemented and constructed on a public highway within the boundaries of Orange County unless approved by a two-thirds vote of the electorate in that county.	As Introduced	Assembly Desk	

State Assembly Bills	Subject	Last Amended	Status	VTA Position
AB 1482 (Gordon) Strategic Growth Council	Expands the duties of the Strategic Growth Council to include the following: (1) overseeing and coordinating state agency actions to adapt to climate change; and (2) identifying and pursuing opportunities for state agencies to collaborate with federal or local agencies in their climate adaptation efforts.	As Introduced	Assembly Natural Resources Committee	
ACA 3 (Gallagher) Public Employees' Retirement	Calls for placing before the voters an amendment to the California Constitution to make several changes to retirement benefits for public employees. Requires any enhancement to a public employee's retirement formula or benefit adopted on or after the effective date of this constitutional amendment to apply only to serve performed on and after the operative date of the enhancement, and not to any service performed prior to that date. Provides that if a change to a public employee's retirement membership classification or a change in employment results in an enhancement to the retirement formula or benefit applicable to that employee, requires that enhancement to apply only to serve performed on or after the operative date of the change, and not to service performed prior to that date. Specifies that an increase to a retiree's annual cost-of-living adjustment within existing statutory limits is not considered to be an enhancement to a retirement benefit.	As Introduced	Assembly Public Employees, Retirement & Social Security Committee	
ACA 4 (Frazier) Local Transportation Special Taxes	Calls for placing before the voters an amendment to the California Constitution to allow a local agency to impose, extend or increase a special tax for the purpose of providing funding for local transportation projects, if approved by a 55 percent majority vote. Defines "local transportation project" to mean the planning, design, development, financing, construction, reconstruction, rehabilitation, improvement, acquisition, lease, operation, or maintenance of local streets, roads and highways; state highways and freeways; and public transit systems. Specifies that this constitutional amendment shall become effective upon approval by the voters and shall apply to any local measure that is submitted at the same election.	As Introduced	Assembly Transportation Committee	Support

State Senate Bills

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 1 (Gaines) Cap-and-Trade: Transportation Fuels	Delays the inclusion of suppliers of transportation fuels in the cap-and-trade system administered by the California Air Resources Board (CARB) from January 1, 2015, to January 1, 2025.	As Introduced	Senate Environmental Quality Committee	
SB 3 (Leno) Minimum Wage	Increases the minimum wage for all industries as follows: (1) to $11 per hour beginning January 1, 2016; and (2) to $13 per hour beginning July 1, 2017. Commencing on January 1, 2019, requires the Industrial Welfare Commission to automatically adjust the minimum wage each year to maintain employee purchasing power diminished by the rate of inflation that occurred during the previous year. Requires the automatic adjustment to be calculated using the California Consumer Price Index. Prohibits the Industrial Welfare Commission from adjusting the minimum wage if the average percentage of inflation for the previous year was negative. Specifies that the provisions of the bill apply to all industries, including public and private employment.	3/11/15	Senate Appropriations Committee	
SB 5 (Vidak) Cap-and-Trade: Transportation Fuels	Delays the inclusion of suppliers of transportation fuels in the cap-and-trade system administered by the California Air Resources Board (CARB) from January 1, 2015, to January 1, 2020. Applies the provisions of the bill retroactively from January 1, 2015.	As Introduced	Senate Environmental Quality Committee	
SB 8 (Hertzberg) Sales and Use Tax: Services	Imposes a state sales and use tax on the gross receipts from the sale of, or the receipt of the benefits of, services at an unspecified rate.	2/10/15	Senate Governance & Finance Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 9 (Beall) Cap-and-Trade: Transit and Intercity Rail Capital Program	Clarifies that the Transit and Intercity Rail Capital Program funded with cap-and-trade auction proceeds will be used for large, transformative capital improvements that will modernize California's intercity, commuter and urban rail systems, and bus transit systems to achieve all of the following policy objectives: (1) reducing greenhouse gas emissions; (2) expanding and improving public transit servicer to increase ridership; (3) integrating the service of the state's various public rail operators, including integration with high-speed rail; and (4) improving public transit safety. Requires 90 percent of available funding for the project to be programmed and allocated to projects with a total cost of $100 million or more, and 10 percent to projects with a total cost of less than $100 million. In selecting projects for funding under this program, requires the California State Transportation Agency (CalSTA) to consider the extent to which a project reduces greenhouse gas emissions. In addition, requires CalSTA to consider whether a project: (1) reduces the number of auto trips; (2) improves connectivity, integration and coordination of the state's various regional and local public transit systems; (3) provides a direct connection to high-speed rail; (4) has supplemental funding committed to it from non-state sources; and (5) increases public transit ridership. By July 1, 2016, requires CalSTA to develop a five-year estimate of revenues, in annual increments, reasonably expected to be available for the Transit and Intercity Rail Capital Program, with subsequent estimates to be made every other year for additional five-year periods. Beginning with FY 2017, requires CalSTA to adopt five-year programs of projects consistent with those fund estimates, which shall be updated every two years. Authorizes CalSTA to enter into and execute a multi-year agreement with an eligible applicant for a project that is proposed to be funded from the Transit and Intercity Rail Capital Program over a period of more than one fiscal year. Allows this agreement to be for a period that extends beyond the five fiscal years covered by the program of projects. Allows for the use of Letters of No Prejudice (LONPs), so that project sponsors can advance their projects with local money and then get reimbursed with Transit and Intercity Rail Capital Program dollars when they become available.	3/24/15	Senate Transportation & Housing Committee	Support
SB 16 (Beall) Caltrans Budget	By April 1, 2016, and as part of its budget for FY 2017, requires Caltrans to prepare a plan to identify up to $200 million annually in cost savings from its budget. Requires Caltrans to submit this plan to the appropriate policy committees of the Senate and the Assembly. Beginning February 1, 2016, requires the California Transportation Commission (CTC) to approve allocations for all capital and support costs for State Highway Operation and Protection Program (SHOPP) projects. For a SHOPP project that experiences increases in capital or support costs above the amounts allocated by the CTC, requires Caltrans to submit a supplemental allocation request to the commission for approval.	3/26/15	Senate Transportation & Housing Committee	
SB 32 (Pavley) Greenhouse Gas Emissions Limit	Requires the California Air Resources Board (CARB) to approve a statewide greenhouse gas emissions limit that is equivalent to 80 percent below the 1990 level to be achieved by 2050. Authorizes CARB to adopt interim greenhouse gas emissions level targets to be achieved by 2030 and 2040. Provides that the Legislature and appropriate state agencies should adopt complementary policies ensuring that long-term emissions reductions advance all of the following: (1) job growth and local economic benefits in California; (2) public health benefits for California residents, particularly in disadvantaged communities; (3) innovation in technology, as well as in energy, water and resources management practices; and (4) regional and international collaboration to adopt similar greenhouse gas emissions reduction policies.	3/16/15	Senate Environmental Quality Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 34 (Hill) Automated License Plate Recognition Systems	Requires an operator of an automated license plate recognition (ALPR) system to do all of the following: (1) make sure that ALPR information is protected with reasonable operational, administrative, technical, and physical safeguards to ensure its confidentiality and integrity; (2) implement and maintain reasonable security procedures and practices in order to protect ALPR information from unauthorized access, destruction, use, modification, or disclosure; and (3) implement and maintain a usage and privacy policy in order to ensure that the collection of ALPR information is consistent with respect for individuals' privacy and civil liberties. If an ALRP operator accesses or provides access to ALPR information, requires the operator to maintain a record of that access. Requires an end-user of ALPR information to implement and maintain a usage and privacy policy in order to ensure that the access and use of ALPR information is consistent with respect for individuals' privacy and civil liberties. In addition to any other sanctions, penalties or remedies provided under current law, allows an individual who has been harmed by a violation under the provisions of this bill to bring a civil action in any court of competent jurisdiction against a person who knowingly caused that violation. Includes in the definition of "personal information" data collected through the use or operation of an ALPR system, when that information is not encrypted and is used in combination with an individual's name.	As Introduced	Senate Judiciary Committee	
SB 39 (Pavley) HOV Lanes: Low-Emission and Fuel-Efficient Vehicles	Increases the number of green stickers that can be issued by the Department of Motor Vehicles (DMV) to allow certain low-emission and fuel-efficient vehicles to use high-occupancy vehicle (HOV) lanes regardless of the number of occupants from 70,000 to 85,000.	4/8/15	Senate Transportation & Housing Committee	
SB 64 (Liu) California Transportation Plan	Requires the California Transportation Commission (CTC) to: (1) review the update to the California Transportation Plan prepared by Caltrans in 2015 and every five years thereafter; and (2) prepare specific recommendations for statewide integrated multimodal transportation system improvements based on the plan update. Requires the CTC to submit a report containing its specific recommendations to the Governor and the Legislature.	As Introduced	Senate Transportation & Housing Committee	
SB 122 (Jackson) CEQA: Record of Proceedings	At the request of a project applicant, requires the lead agency for California Environmental Quality Act (CEQA) purposes to prepare a record of proceedings concurrently with the preparation of a negative declaration, mitigated negative declaration, environmental impact report (EIR), or other environmental documents for the project, as specified. Requires the Office of Planning and Research to establish and maintain a database for the collection, storage, retrieval, and dissemination of environmental documents, notices of exemption, notices of preparation, notices of determination, and notices of completion provided to the office. States the intent of the Legislature to enact a bill that does the following: (1) establishes a public review period for a final EIR; and (2) establishes a public review period relating to the record of proceedings for a project for which an EIR is prepared.	3/26/15	Senate Environmental Quality Committee	
SB 158 (Huff) Public-Private Partnerships: I-710 Gap Closure Project	Allows Caltrans to enter into an agreement to implement a public-private partnership for the I-710 Gap Closure Project in Los Angeles County on or after January 1, 2017, which is when current state statutory authority for utilizing public-private partnerships for transportation projects expires.	3/26/15	Senate Transportation & Housing Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 189 (Hueso) Clean Energy and Low-Carbon Economic and Jobs Growth Blue Ribbon Committee	Creates the Clean Energy and Low-Carbon Economic and Jobs Growth Blue Ribbon Committee to be comprised of seven members appointed by the Governor, the Speaker of the Assembly and the Senate Rules Committee. Requires the committee to advise state agencies on the most effective ways to expend funds related to clean energy and the reduction of greenhouse gas emissions, and to implement policies in order to maximize California's economic and employment benefits. In addition, requires the committee to do all of the following: (1) develop guidance for tracking, reporting and evaluating jobs outcomes for state clean energy and low-carbon investments; (2) develop guidance to measure the quantity and quality of jobs created by state clean energy and low-carbon investments, as well as the geographic and demographic distribution of such jobs; (3) advise state agencies on the most effective ways to require responsible contractor standards, as applicable, and minimum training and skill certifications for workers to ensure high-quality work for state clean energy and low-carbon investments; (4) advise state agencies on the most effective ways to connect disadvantaged communities and other targeted populations to good quality jobs and career pathways created by state clean energy and low-carbon investments; and (5) advise state agencies on the most effective ways to align state clean energy and low-carbon training funds with existing state workforce development investments and strategies.	3/26/15	Senate Environmental Quality Committee	
SB 192 (Liu) Bicycle Helmets	Requires the Office of Traffic Study to conduct a comprehensive study of bicycle helmet use in California. Requires this study to include: (1) a determination of the percentage of California bicyclists who do not wear helmets; and (2) the fatalities and serious injuries that could have been avoided if helmets had been worn. Requires a report of the study's findings to be submitted to the Senate Transportation & Housing Committee and the Assembly Transportation Committee by January 1, 2017.	4/9/15	Senate Transportation & Housing Committee	
SB 207 (Wieckowski) Greenhouse Gas Reduction Fund: State Agency Reporting	Requires any state agency expending cap-and-trade auction proceeds from the Greenhouse Gas Reduction Fund to post on its Internet Website a record describing each expenditure and how that expenditure would reduce greenhouse gas emissions.	3/24/15	Senate Environmental Quality Committee	
SB 231 (Gaines) Cap-and-Trade: Funding Programs	Allows water borne transit that serves as the key trunk line within a region to be eligible for cap-and-trade funding under the Low Carbon Transit Operations Program, and the Affordable Housing and Sustainable Communities Program.	As Introduced	Senate Transportation & Housing Committee	
SB 236 (Beall) City of San Jose: Pedestrian Staircases	Authorizes the city of San Jose to adopt an ordinance regulating the use of a staircase that serves as access to a community development located in an area served by a specific plan.	3/24/15	Senate Governance & Finance Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 246 (Wieckowski) Climate Action Team	Creates the Climate Action Team, which would be under the direction of the Secretary of Environmental Protection and consist of representatives from specified state agencies. Requires the Climate Action Team to coordinate the climate policy of California to achieve the state's climate change goals and all of the following: (1) the identification of unavoidable climate change impacts to the state's natural resources, environmental quality, public health, and infrastructure; (2) the development and implementation of mitigation and adaptation plans to protect the public health, environmental quality, natural resources, and economy of the state; (3) the coordination of climate change polices with state agencies and departments, other states, the federal government, and other nations to identify the most effective strategies and methods to reduce greenhouse gases; adapt to ongoing and future climate change; coordinate climate change research efforts; and facilitate the development of integrated and cost-effective regional, national and international climate change programs; (4) the coordination and efficient use of existing state resources, programs and funds, as well as the recommendation of additional policies and investment strategies; and (5) the identification and dissemination of information to applicable local governments and regional bodies.	As Introduced	Senate Environmental Quality Committee	
SB 272 (Hertzberg) California Public Records Act: Catalog of Enterprise Systems	In implementing the California Public Records Act, requires each local agency to create a catalog of enterprise systems to be made publicly available upon request in the office of the clerk of the agency's legislative body. Requires the catalog to be posted in a prominent location on the local agency's Internet Website. Defines "enterprise system" to mean a system that: (1) contains information collected about the public; and (2) serves as an original source of date within an agency.	4/6/15	Senate Governance & Finance Committee	
SB 321 (Beall) Variable Gas Tax Rate	In calculating adjustments to the variable gas tax rate to be made after January 1, 2015, to ensure that the same amount of revenue is generated as by the former state sales tax on gasoline pursuant to the 2010 transportation funding swap, requires the Board of Equalization to use a combined average based on estimates for the current fiscal year and the actuals for the four previous fiscal years, rather than using estimates for only the upcoming fiscal year. Allows the Board of Equalization to make partial adjustments over up to three consecutive years to take into account the net revenue gain or loss of any fiscal year. Specifies that if the Board of Equalization determines that because of clear changes in either fuel prices or consumption that the amount of revenues being generated by the variable gas tax rate will be significantly different from its estimates, then the board may adjust the rate more frequently than annually, but no more frequently than every six months, in order to reduce the potential volatility of the revenues.	3/26/15	Senate Governance & Finance Committee	Support
SB 344 (Monning) Commercial Driver's License: Education	Beginning January 1, 2017, requires a person to successfully complete a course of instruction from a commercial driver training institution with an approved training program that has been certified by the Department of Motor Vehicles (DMV) before he or she is issued a commercial driver's license. Provides an exemption to this requirement in the following cases: (1) a commercial motor vehicle driver with military motor vehicle experience who is currently licensed with the U.S. Armed Forces; and (2) a commercial motor vehicle driver who presents a valid certificate of driving skill from an approved employer-testing program.	As Introduced	Senate Transportation & Housing Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 348 (Galgiani) CEQA: Exemption for Railroad Grade Crossings	Extends from January 1, 2016, to January 1, 2019, an existing California Environmental Quality Act (CEQA) exemption relating to the closure of a railroad grade crossing by order of the California Public Utilities Commission (CPUC) that is determined to present a threat to public safety.	4/6/15	Senate Environmental Quality Committee	
SB 350 (de Leon) Clean Energy and Pollution Reduction Act of 2015	Requires the amount of electricity generated from renewable sources to be equal to at least 50 percent by December 31, 2030. Requires the California Air Resources Board (CARB) to adopt and implement motor vehicle standards, in-use performance standards and motor vehicle fuel specifications for the control of air contaminants and sources of air pollution that further achieving a reduction in petroleum use in motor vehicles by 50 percent by January 1, 2030, unless preempted by federal law. Establishes a state policy to exploit all practicable and cost-effective conservation and improvements in the efficiency of energy use and distribution, and to achieve energy security, diversity of supply sources and competiveness of transportation energy markets in furtherance of reducing petroleum use in the transportation sector by 50 percent by January 1, 2030.	As Introduced	Senate Environmental Quality Committee	
SB 379 (Jackson) General Plans: Safety Element	Requires the safety element of a city's or county's general plan to be reviewed and updated as necessary to address climate adaptation and resiliency strategies applicable to that city or county. Requires the update to include a set of goals, policies and objectives based on a vulnerability assessment identifying the risks that climate change poses to the local jurisdiction.	4/7/15	Senate Environmental Quality Committee	
SB 389 (Berryhill) CEQA: Sustainable Environmental Protection Act	Enacts the Sustainable Environmental Protection Act. Prohibits a cause of action on the grounds of non-compliance with the California Environmental Quality Act (CEQA) that relates to any topical area or criteria for which compliance obligations are identified. Also prohibits challenges to environmental documents based on non-compliance with CEQA if: (1) the environmental document discloses compliance with applicable environmental laws; (2) the project conforms with the use designation, density or building intensity in an applicable plan; and (3) the project approval incorporates applicable mitigation requirements into the environmental document. Specifies that the provisions of this bill only apply if the lead agency or project applicant has agreed to provide to the public in a readily accessible electronic format an annual compliance report prepared pursuant to a mitigation monitoring and reporting program required by CEQA.	4/6/15	Senate Rules Committee	
SB 391 (Huff) Assault and Battery: Public Transit Employees	Makes an assault committed against a public transit employee punishable by imprisonment in a county jail for up to one year, by a fine not to exceed $2,000, or by both imprisonment and that fine. Makes a battery committed against a public transit employee punishable by imprisonment in a county jail for up to one year, by a fine not to exceed $2,000, or by both imprisonment and that fine. Makes a battery committed against a public transit employee that results in an injury punishable by imprisonment in a county jail for up to one year, by a fine not to exceed $2,000, or by both imprisonment and that fine; or by imprisonment in a county jail for 16 months, or two or three years.	As Introduced	Senate Public Safety Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 398 (Leyva) Green Assistance Program	Establishes the Green Assistance Program to be administered by the Secretary for Environmental Protection. Requires the program to do all of the following: (1) provide technical assistance to small businesses and small cities when applying for an allocation of cap-and-trade auction proceeds from the Greenhouse Gas Reduction Fund; (2) assist small cities in equitably applying for funding to help mitigate the impacts of poor air quality and improve the health of the state's most disadvantaged communities; (3) assist small businesses in applying for funding for energy efficiency upgrades to meet and exceed the state's goals for reducing greenhouse gas emissions; and (4) assist small businesses and small cities in complying with all applicable federal, state and local air quality laws.	As Introduced	Senate Environmental Quality Committee	
SB 400 (Lara) Cap-and-Trade: High-Speed Rail	Requires not less than 25 percent of the cap-and-trade auctions proceeds continuously appropriated to the California High-Speed Rail Authority from the Greenhouse Gas Reduction Fund to be allocated to measures and projects that reduce greenhouse gas emissions from transportation sources and provide a co-benefit of improving air quality. Requires priority to be given to measures and projects located in communities that are in areas designated as extreme non-attainment.	4/6/15	Senate Rules Committee	
SB 413 (Wieckowski) Public Transit: Prohibited Conduct	Allow for a public transit agency to issue citations for the following: (1) failing to comply with the warning of a public transit official related to disturbing another person by loud or unreasonable noise; and (2) failing to yield seating reserved for an elderly or disabled person. Makes a third or subsequent violation of the prohibition in existing law against selling or peddling goods, merchandise, property, or services on the facilities, vehicles or property of a public transit agency punishable as a misdemeanor.	4/16/15	Senate Transportation & Housing Committee	Support
SB 433 (Berryhill) Variable Gas Tax Rate: Department of Finance	Beginning with FY 2017, requires the Department of Finance, rather than the Board of Equalization, to calculate any adjustments to the variable gas tax rate that would be needed to ensure that the same amount of revenue is generated as by the former state sales tax on gasoline pursuant to the 2010 transportation funding swap.	4/6/15	Senate Governance & Finance Committee	
SB 481 (Hueso) Local Government: Auditors	Prohibits the General Counsel's Office of a city, county or special district from having direct oversight over employees who conduct audits of those respective agencies.	4/8/15	Senate Governance & Finance Committee	
SB 491 (Transportation Committee) Omnibus Transportation Bill	Enacts the annual omnibus bill of non-controversial and technical changes to state statutes pertaining to transportation. Among other things, requires the agency responsible for administering a county's share of Transportation Fund for Clean Air (TFCA) 40 percent funds to conduct a public meeting to adopt criteria for the expenditure of those funds, if the criteria have been modified from the previous year.	As Introduced	Senate Transportation & Housing Committee	
SB 502 (Leno) BART: Purchase and Delivery of Electricity	Upon request by the Bay Area Rapid Transit District (BART), requires any electrical corporation that owns and operates transmission and distribution facilities that deliver electricity at one or more locations to the BART system to use the same facilities to delivery electricity generated by an eligible renewable energy resource without discrimination or delay.	4/8/15	Senate Appropriations Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 508 (Beall) Transportation Development Act and State Transit Assistance Program Funding	For purposes of determining eligibility for Transportation Development Act (TDA) funding, deletes the requirement for public transit agencies to maintain higher farebox recovery requirements based on FY 1979. Exempts from the definition of "operator cost" used to determine compliance with required TDA farebox recovery ratios the following categories of expenditures: (1) principal and interest payments on capital projects funded with certificates of participation or other lease financing mechanisms; (2) the additional costs of health insurance premiums or contributions to self-insurance programs that exceed the prior year's costs as adjusted by the Consumer Price Index; (3) the additional costs of pension contributions or related defined benefit programs that exceed the prior year's costs as adjusted by the Consumer Price Index; (4) fuel; (5) alternative fuel programs; (6) power, including electricity; (7) insurance premiums and payments in settlement of claims arising out of a public transit agency's liability; (8) federal or state mandates; and (9) start-up costs for new services for a period of not more than two years. Exempts the following categories of expenditures from the definition of "operating cost" used to determine compliance with required efficiency standards under the State Transit Assistance Program (STA): (1) the additional costs of health insurance premiums or contributions to self-insurance programs that exceed the prior year's costs as adjusted by the Consumer Price Index; and (2) the additional costs of pension contributions or related defined benefit programs that exceed the prior year's costs as adjusted by the Consumer Price Index. Rather than making a public transit agency ineligible to receive STA funding for operations for an entire year for failing to meet the required efficiency standards, instead reduces the agency's operating allocation by a specified percentage based on the percentage amount that the agency failed to meet the standards, and requires these funds to be used for capital purposes.		Senate Transportation & Housing Committee	Support
SB 516 (Fuller) Service Authority for Freeway Emergencies	Clarifies that funding received by a Service Authority for Freeway Emergencies (SAFE) shall be used for the implementation, maintenance and operation of a motorist aid system, including the following: (1) call boxes; (2) changeable message signs; (3) lighting for call boxes; (4) support for traffic operations centers; (5) contracting with tow truck operators to remove disabled vehicles from the traveled portion of a freeway right-of-way; (6) traveler information systems and other transportation demand management services; (7) litter and debris removal; and (8) intelligent transportation system architecture and infrastructure.	As Introduced	Senate Transportation & Housing Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 530 (Pan) Quadricycles	Defines quadricycle to mean a device that meets all of the following: (1) is powered primarily by pedal-power; (2) has an electric motor that is used to propel it during emergencies, but not during regulator operation; (3) cannot travel in excess of 15 miles per hour (mph); and (4) has a seating capacity of not more than 15 passengers. Specifies that a person operating a quadricycle on a highway has all the rights and is subject to all provisions in state law applicable to the driver of a motor vehicle. Prohibits a person from operating a quadricycle on a highway while under the influence of an alcoholic beverage or any drug, or under the combined influence of an alcoholic beverage and any drug. Allows alcoholic beverages to be consumed by passengers on a quadricycle, as specified, if the applicable local jurisdiction has authorized that consumption by ordinance or resolution. Requires a quadricycle providing transportation service to be operated by a driver who is over the age of 21 and who possesses a Class C driver's license. Requires passengers to remain seated while a quadricycle is in motion, except in the case of a safety monitor. Requires a quadricycle to be equipped with certain safety devices, and requires the local law enforcement agency with jurisdiction over the area in which a quadricycle operates to inspect the quadricycle annually to ensure compliance.	4/7/15	Senate Transportation & Housing Committee	
SB 564 (Cannella) Traffic Violations: School Zones	Adds $35 to the base fine for certain traffic violations that occur: (1) when passing a school building or grounds contiguous to a highway; or (2) when passing any school grounds not separated from the highway by a fence, gate or other physical barrier while in use by children. Requires the revenues from these additional fines to be deposited in the State Transportation Fund for school zone safety projects in the Active Transportation Program.	As Introduced	Senate Transportation & Housing Committee	
SB 578 (Block) Electric Vehicles: Charging Stations	States the intent of the Legislature to enact a bill that expands electric vehicle charging stations in California.	As Introduced	Senate Rules Committee	
SB 599 (Mendoza) State Agencies: Public Transit Service Contracts	Requires a state agency to give a 10 percent preference to any bidder on a contract to provide public transit services who agrees to retain employees of the prior contractor or subcontractor for a period of not less than 90 days.	As Introduced	Senate Appropriations Committee	
SB 627 (Galgiani) Commuting Miles Tax Credit	For taxable years beginning on or after January 1, 2015, allows a tax credit in an amount computed by multiplying an unspecified dollar figure by the total number of a taxpayer's commuting miles.	As Introduced	Senate Governance & Finance Committee	
SB 698 (Cannella) Cap-and-Trade: School Zone Safety Projects	Requires an unspecified amount of cap-and-trade auction proceeds from the Greenhouse Gas Reduction Fund to be continuously appropriated to the State Highway Account for purposes of funding school zone safety projects under the state's Active Transportation Program.	As Introduced	Senate Environmental Quality Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 719 (E. Hernandez) Caltrans: Motor Vehicle Technologies Testing	Authorizes Caltrans, in coordination with the California Highway Patrol (CHP), to conduct testing of technologies that involve motor vehicles being operated with less than 100 feet between each vehicle or combination of vehicles. Requires Caltrans to report its findings from such testing to the Legislature by July 1, 2017.	As Introduced	Senate Transportation & Housing Committee	
SB 757 (Wieckowski) South Bay Area Public Transit Service	States the intent of the Legislature to enact a bill to do the following: (1) require the Alameda County Transportation Commission to explore the feasibility of a multimodal station in the city of Fremont at a location that can be served by both Bay Area Rapid Transit District (BART) and Altamont Commuter Express (ACE) trains; and (2) require the Santa Clara Valley Transportation Authority (VTA) to explore expansion of light rail service to Levi's Stadium in the city of Santa Clara.	As Introduced	Senate Rules Committee	
SB 760 (Mendoza) Disadvantaged Community Enhancement Program	Enacts the Disadvantaged Community Enhancement Act of 2015. Requires the Strategic Growth Council to develop and implement a Disadvantaged Community Enhancement Program to award grants to disadvantaged communities to facilitate projects for community enhancement improvements that reduce greenhouse gas emissions and provide to disadvantaged communities multiple environmental benefits. Specifies that the community enhancement improvements that are eligible for funding under this program include the following: (1) land acquisitions in urban settings of blighted or contaminated properties serving little sequestration benefit for green space conversion; (2) urban greening projects, including urban forestry and landscaping; (3) park development and land protection for passive or active recreation; (4) hardscape conversions and repurposing of lands to serve green space benefits; (5) non-motorized trails and other active transportation projects; (6) heat island mitigation; and (7) planning of a sustainable community. Requires the Strategic Growth Council to award grants to eligible applicants through a competitive process. Upon appropriation by the Legislature, authorizes the Strategic Growth Council to expend cap-and-trade auction proceeds from the Greenhouse Gas Reduction Fund to implement the program.	4/6/15	Senate Transportation & Housing Committee	
SB 767 (de Leon) LA Metro: Local Transportation Sales Taxes	In addition to any other tax that it is authorized to impose or has imposed, allows the Los Angeles County Metropolitan Transportation Authority (LA Metro) to impose a transactions and use tax at the rate of 0.5 percent for a period to be determined by the authority that would be applicable in the incorporated and unincorporated areas of Los Angeles County. Requires the ordinance imposing the tax to contain the following: (1) an expenditure plan that lists the transportation projects and programs to be funded from net revenues from the tax; (2) a provision limiting LA Metro's costs of administering the ordinance and the net revenues from the tax to 1.5 percent of the total tax revenues; and (3) a requirement that the net revenues from the tax, defined to mean the total tax revenues less any refunds, costs of administration by the state Board of Equalization and LA Metro's administrative costs, be used to fund the transportation projects and programs identified in the expenditure plan. Provides that the ordinance shall become operative if approved by a two-thirds vote of the electorate in Los Angeles County.	As Introduced	Senate Transportation & Housing Committee	

State Senate Bills	Subject	Last Amended	Status	VTA Position
SB 773 (Allen) Vehicle Registration Fraud Study	Requests the University of California to conduct a study on motor vehicle registration fraud and failure to register a motor vehicle. If conducted, requires the study to include all of the following: (1) quantification of the magnitude of the problem; (2) the strategies being used by motorists to commit motor vehicle registration fraud; (3) the reasons for the behaviors of motorists who commit motor vehicle registration fraud or who fail to register their motor vehicles; (4) the costs to the state and local governments in lost revenues; (5) increases in air pollution; (6) other costs and consequences of these behaviors; and (7) recommended strategies for increasing compliance with registration requirements. Requests the University of California to post a report regarding the study on its Internet Website by January 1, 2017.	4/7/15	Senate Rules Committee	
SCA 5 (Hancock) Local Governments: Special Taxes	Calls for placing before the voters an amendment to the California Constitution to allow a city, county or special district to impose, extend or increase a special tax if approved by a 55 percent majority vote and if all of the following requirements are met: (1) the ballot proposition contains a specific list of programs and purposes to be funded, and a requirement that the tax proceeds be spent solely for those programs and purposes; (2) the ballot proposition includes a requirement for an annual independent audit of the amount of tax proceeds collected, and the specific programs and purposes funded; and (3) the ballot proposition requires the governing board to create a citizens' oversight committee to review all expenditures of proceeds and financial audits, and to report its finding to the governing board and public.	As Introduced	Senate Governance & Finance Committee	
SCA 7 (Huff) Motor Vehicle Fees and Taxes: Restrictions on Expenditures	Calls for placing before the voters an amendment to the California Constitution to prohibit the Legislature from borrowing revenues derived from fees and taxes imposed by the state on motor vehicles or their use or operations, and from using these revenues other than for state highways, local streets and roads, and fixed guideway mass transit as specified in Article 19 of the Constitution. Also prohibits these revenues from being pledged or used for the payment of principal and interest on bonds, or for other indebtedness. Requires the revenues derived from that portion of the vehicle license fee that exceeds 0.65 percent of the market value of a vehicle to be used for street and highway purposes. Prohibits the Legislature from borrowing these revenues and from using them other than as specifically permitted. Also prohibits these revenues from being pledged or used for the payment of principal and interest on bonds, or for other indebtedness.	As Introduced	Senate Transportation & Housing Committee	

SANTA CLARA
Valley Transportation Authority

Date: May 5, 2015
Current Meeting: May 14, 2015
Board Meeting: June 4, 2015

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Policy Advisory Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director of Planning and Program Development, John Ristow

SUBJECT: FY2015/16 TDA3 Project Priorities

Policy-Related Action: No **Government Code Section 84308 Applies: No**

Resolution

ACTION ITEM

RECOMMENDATION:

Recommend the VTA Board of Directors adopt a resolution approving the project priorities for the FY2015/16 Countywide Transportation Development Act Article 3 program and approve modifications to the County Expressway Pedestrian Program.

BACKGROUND:

Transportation Development Act (TDA) funds are derived from a ¼-cent of the State's general sales tax. Article 3 of the TDA makes a portion of these funds available for use on bicycle and pedestrian projects.

The Metropolitan Transportation Commission (MTC) programs TDA Article 3 funds in the nine Bay Area counties. Each year, MTC requests that the Congestion Management Agency (CMA) in each Bay Area county coordinate and submit annual TDA Article 3 program funding priorities for their respective counties. VTA, as the CMA for Santa Clara County, develops the countywide program. After the VTA Board adopts the projects, the list is forwarded to MTC for approval and project sponsors apply for reimbursement directly to MTC.

On December 9, 2004, the VTA Board of Directors dedicated 25% of Santa Clara County's TDA Article 3 funds to projects on the countywide Bicycle Expenditure Program (BEP) list through 2030. Under subsequent revisions to BEP policy in March 2013, only BEP Category 1 projects

are eligible for this set-aside. The remaining 75% of the annual allocation is guaranteed to Member Agencies based on the most recent California Department of Finance population estimates. These funds may be used for any eligible project and are referred to as the Guarantee Fund.

On November 5, 2009, the VTA Board of Directors adopted a funding program for County Expressway Pedestrian Projects and dedicated up to $150,000 per year from the TDA3 BEP set-aside to help fund such projects. Funding for these projects includes a $150,000 match from both the County Road fund and city in which the project is situated.

If a Member Agency is unable to complete a TDA Article 3 funded project within the two-year period, the agency may rescind the project. When a project is rescinded, the funds are reallocated to the agency as part of its guarantee in the following cycle instead of reverting back to the countywide pool. In the event that an agency fails to rescind a project and funds lapse, the funds revert back to the countywide pool.

VTA policy also allows an agency to bank their TDA funds for up to three cycles in order to fund a larger project. Banked funds are added to an agency's Guarantee Fund amount in the following year. A member agency must inform VTA in writing of its intent to either claim or bank its TDA3 guarantee funds; failure to do so means that the funds revert to the countywide pool in the next cycle.

DISCUSSION:

The total TDA Article 3 funding available for programming this year is $2,871,134. Attachment A lists the VTA staff recommendations for the entire Santa Clara County TDA Article 3 program as discussed below and Attachment B contains a brief description of each project. The TDA Article 3 program was developed in accordance with MTC's Local Process Resolution, MTC's project requirements and the VTA board-adopted policies discussed above. The following paragraphs explain the staff recommendation for programming these funds:

Guarantee Fund:

This year, a total of $2,412,304 is available to the cities and the County for the Guarantee Fund. This total includes funds that were banked or rescinded in prior years. Member agencies claimed $1,919,053 of the Guarantee Fund this year. Per attachment A, eight agencies are collectively banking $493,250 of their guaranteed funds and this total is not being added to the amount claimed.

BEP Fund:

This year, there is $308,830 available for BEP projects. VTA received 2 applications for BEP projects requesting this entire amount: Santa Clara County's Montague Expressway Bicycle Detection/Adaptive Signal Timing Project and San Jose's Hedding Street bicycle lane project. Although both projects are "ready to go" this year, county staff indicated that they could defer their project until FY2016/17. Therefore, staff recommends programming this year's BEP set-aside funding to San Jose's Hedding Street bicycle lane project and setting aside next year's BEP

funding for the Montague Expressway project.

County Expressway Pedestrian Projects:

A total of $150,000 is available for County Expressway Pedestrian Program projects this year, plus $150,000 in banked funds from last year. However, the County Road Fund is no longer able to provide $150,000 in matching funds each year due to declining gas tax revenues. Additionally, cities were having difficulty coming up with their match because:

1. The local match of a minimum of one-third of the project cost was too high. Cities were having difficulty arranging local funding for the required match.
2. Most pedestrian projects cost more than $450,000; therefore, the City match requirement was actually higher than $150,000 to deliver a project. The TDA Article 3 and County funding totaling $300,000 was most beneficial when used to complete a funding package for a larger project with other funding sources.
3. The cities had pedestrian improvement needs on their local streets which were a higher priority for them than the expressways which are County operated and maintained.

Therefore, staff proposes the following changes to the County Expressway Pedestrian Program:

1. VTA will continue to annually allocate $150,000 in TDA Article 3 funds to the program, providing a total of $300,000 in grant funds available every two years, when County staff will issue a call for projects
2. Drop the specific requirement for local matching funds. Because most pedestrian improvements cost more than $300,000, there will need to be other fund sources for the project by default. These fund sources could include local agency funding or other grant sources (e.g., State Active Transportation Program (ATP) or Federal Congestion Mitigation and Air Quality (CMAQ)). One of the most effective uses of the Expressway Pedestrian Program TDA Article 3 funds may be as a source of local match for other grant funds.

This year, County staff recommended both the current funds and last year's banked funds be awarded to the Capitol Expressway Pedestrian Connection to Eastridge project. VTA staff concurs with this request, and the changes to the County Expressway Pedestrian Program discussed above, and recommend that they be adopted by the VTA Board.

ALTERNATIVES:

The VTA Board may recommend an alternative list of project priorities, however all projects submitted for TDA Article 3 funds must adhere to TDA law and MTC's TDA Article 3 Rules and Procedures.

FISCAL IMPACT:

Approximately $2.5 million in TDA Article 3 funds will be made available to projects in Santa Clara County. With the exception of the Capitol Expressway Pedestrian Connection to Eastridge project, the projects and programming described in this memorandum are not included in the

VTA Capital Budget because VTA's role in the TDA Article 3 process is limited to prioritizing the annual program of projects. Project sponsors apply for reimbursement directly to MTC. Appropriation for the Capitol Expressway Pedestrian Connection to Eastridge project is included in the FY15 Adopted VTP Highway Improvement Program Fund Capital Budget. The appropriation for costs of VTA staff support of this program is included in the current Congestion Management Program Fund Operating Budget.

Prepared by: Bill Hough
Memo No. 4879

Attachment A: Submittal of Countywide Coordinated Claim to MTC for the Allocation of FY2015/16 Funds to Claimants in Santa Clara County

Project Sponsor	Project Name	Guarantee Request	BEP Project Request	Expressway Pedestrian Imps.	**Total Request**	Banked Funds
Campbell	Bicycle and Pedestrian Improvements at Various Locations	$30,935	$0	$0	**$30,935**	$0
Cupertino	Funds banked	$0	$0	$0	**$0**	$110,467
Gilroy	Funds banked	$0	$0	$0	**$0**	$38,610
Los Altos	Funds banked	$0	$0	$0	**$0**	$22,077
Los Altos Hills	Design of Miranda Road Pathway	$15,345	$0	$0	**$15,345**	$0
Los Gatos	Funds banked	$0	$0	$0	**$0**	$56,131
Milpitas	Funds banked	$0	$0	$0	**$0**	$51,634
Monte Sereno	Funds banked	$0	$0	$0	**$0**	$6,345
Morgan Hill	Bikeways Master Plan Update	$30,348	$0	$0	**$30,348**	$0
Mountain View	Funds banked.	$0	$0	$0	**$0**	$56,561
Palo Alto	Funds banked.	$0	$0	$0	**$0**	$151,425
San Jose	ADA Curb Ramps	$100,000	$0	$0	**$100,000**	$0
San Jose	Bike Safety & Education Programs	$104,691	$0	$0	**$104,691**	$0
San Jose	Citywide Bikeway Implementation	$972,488	$0	$0	**$972,488**	$0
San Jose	Hedding Street Bicycle Lanes	$0	$308,830	$0	**$308,830**	$0
Santa Clara	Bicycle and Pedestrian Improvements at Various Locations	$298,012	$0	$0	**$298,012**	$0
Santa Clara	Bicycle Plan	$75,000	$0	$0	**$75,000**	$0
Saratoga	Saratoga Avenue Pathway	$22,753	$0	$0	**$22,753**	$0
Sunnyvale	Rectangular Rapid Flashing Beacons at Henderson/Lily Avenues	$34,706	$0	$0	**$34,706**	$0
Sunnyvale	Green Bike Lanes on Evelyn Avenue	$73,623	$0	$0	**$73,623**	$0
S. C. County	East San Jose Pedestrian Improvements	$161,152	$0	$0	**$161,152**	$0
S. C. County/VTA	Capitol Expressway Pedestrian Connection to Eastridge	$0	$0	$300,000	**$300,000**	$0
Totals		**$1,919,053**	**$308,830**	**$300,000**	**$2,527,883**	**$493,250**

Attachment B
Santa Clara County FY 2015/16 TDA3 Program
Project Descriptions

Campbell — Bicycle and Pedestrian Improvements at Various Locations
City will design and construct bike/ped improvements at seven locations throughout Campbell and install shared lane markings and construct ADA traffic signal improvements at several locations.

Los Altos Hills — Design of Miranda Road Pathway
City will Prepare plans, specifications, and estimate for an off-road multi-use path on Miranda Road to improve safety for pedestrians and bicyclists when using the path.

Morgan Hill — Bikeways Master Plan Update
City will update the Morgan Hill Bikeways Master Plan.

San Jose — Install ADA curb ramps on public sidewalks at various locations
City will install ADA Curb ramps on public sidewalks at locations throughout the City of San Jose.

San Jose — Bicycle Safety Education Program
City will conduct a bicycle safety education program for residents of the City of San Jose.

San Jose — Citywide Bikeway Implementation
San Jose will install approximately 60 miles of new bikeways throughout the City.

San Jose — Hedding Street Bike Lanes
San Jose will install enhanced green class 2 bike lanes on Hedding Street between Winchester Boulevard and Ruff Street.

Santa Clara — Bicycle and Pedestrian Improvements at Various Locations
Santa Clara will install bicycle signage, roadway markings, bicycle detection loops and pedestrian facilities throughout the city.

Santa Clara — Bicycle Plan
Santa Clara will install update the city's bicycle plan.

Saratoga — Saratoga Avenue Pathway
City will install a concrete/cement walkway along Saratoga Avenue between Orchard Road and La Paloma Avenue.

Sunnyvale — Rectangular Rapid Flashing Beacons at Henderson/Lily Avenues
City will install a rectangular rapid flashing beacon system along the south leg of the intersection on Henderson and Lily Avenues.

Sunnyvale — Green Bike Lanes on Evelyn Avenue
City will install class 2 bicycle lanes treatments with high visibility green bike lanes at conflict points along Evelyn Avenue between Pastoria Avenue and Carroll Avenue.

Santa Clara County — East San Jose Pedestrian Improvements
County will construct sidewalks along various roads in East San Jose and will include ADA curb ramps and curbs/gutters.

S.C. County/VTA Capitol Expressway Pedestrian Connection to Eastridge

VTA will install a pedestrian crossing of Capitol Expressway at the Eastridge Loop signalized intersection and construct a sidewalk on the east side of Capitol Expressway to Tully Road. Santa Clara County, as an eligible recipient of TDA Article 3 funds, will claim the funds on behalf of VTA and reimburse it for work performed.

Resolution No. _____

Re: Submittal of Countywide Coordinated Claim to the Metropolitan Transportation Commission for the Allocation of Fiscal Year 2015/16 TDA Article 3 Pedestrian/Bicycle Project Funds to Claimants in Santa Clara County

WHEREAS, Article 3 of the Transportation Development Act (TDA), Public Utilities Code (PUC) Section 99200 et seq., authorizes the submission of claims to a regional transportation planning agency for the funding of projects exclusively for the benefit and/or use of pedestrians and bicyclists; and

WHEREAS, the Metropolitan Transportation Commission (MTC), as the regional transportation planning agency for the San Francisco Bay region, has adopted MTC Resolution No. 4108, which delineates procedures and criteria for submission of requests for the allocation of TDA Article 3 funds; and

WHEREAS, MTC Resolution No. 4108 requires that requests from eligible claimants for the allocation of TDA Article 3 funds be submitted as part of a single, countywide coordinated claim, composed of certain required documents; and

WHEREAS, the Santa Clara Valley Transportation Authority has undertaken a process in compliance with MTC Resolution No. 4108 for consideration of project proposals submitted by eligible claimants of TDA Article 3 funds in Santa Clara County, and a prioritized list of projects, included as Attachment A of this resolution, was developed as a result of this process; and

WHEREAS, each claimant in Santa Clara County whose project or projects have been prioritized for inclusion in the fiscal year 2015/16 TDA Article 3 countywide coordinated claim, has forwarded to the Santa Clara Valley Transportation Authority a certified copy of its governing body resolution for submittal to MTC requesting an allocation of TDA Article 3 funds; now, therefore, be it

RESOLVED, that the Santa Clara Valley Transportation Authority approves the prioritized list of projects included as Attachment A to this resolution; and furthermore, be it

RESOLVED, that the Santa Clara Valley Transportation Authority approves the submittal to MTC, of the Santa Clara County fiscal year 2015/16 TDA Article 3 countywide, coordinated claim, composed of the following required documents:

A. transmittal letter
B. a certified copy of this resolution, including Attachment A;
C. one copy of the governing body resolution and required attachments, for each claimant whose project or projects are the subject of the coordinated claim;
D. a description of the process for public and staff review of all proposed projects submitted by eligible claimants for prioritization and inclusion in the countywide, coordinated claim;

PASSED AND ADOPTED by the Santa Clara Valley Transportation Authority Board of Directors on this fourth day of June, 2015 by the following vote:

AYES:

NOES:

ABSENT:

_____
Perry Woodward, Chairperson
Board of Directors

I HEREBY CERTIFY AND ATTEST that the foregoing resolution was duly and regularly introduced, passed and adopted by the Board of Directors of the Santa Clara Valley Transportation Authority, California, at a meeting of said Board of Directors on the date indicated, as set forth above.

ATTEST:

_____
Elaine F. Baltao
Board Secretary

APPROVED AS TO FORM:

_____
Robert R. Fabela
General Counsel

SANTA CLARA
Valley Transportation Authority

Date: May 4, 2015
Current Meeting: May 14, 2015
Board Meeting: June 4, 2015

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Policy Advisory Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director of Planning and Program Development, John Ristow

SUBJECT: Follow up Report on SR 85 Express Lanes Implementation

Policy-Related Action: No **Government Code Section 84308 Applies: No**

ACTION ITEM

RECOMMENDATION:

Recommend the VTA Board of Directors approve the implementation plan of express lanes on SR 85.

BACKGROUND:

The Silicon Valley Express Lane Program is part of the Bay Area regional network of express lanes as shown in Attachment A. The Program was approved by the VTA Board of Directors in December 2008. Work is underway by Santa Clara Valley Transportation Authority (VTA) and the California Department of Transportation (Caltrans) to environmentally clear the implementation of express lanes in Santa Clara County. The highway routes for this work are shown in Attachment B. This environmental clearance sets the footprint for where future implementation (design and construction) of express lanes can take place.

An action item seeking Board support on an implementation plan for express lanes on State Route 85 (SR 85) was presented at the November 6, 2014 VTA Board of Directors meeting. The Board decided to defer action on the item and asked staff to return with information comparing the single-lane versus double-lane express lanes between SR 87 and I-280.

SR 85 Express Lanes Environmental Document

The environmental document for express lanes on SR 85 is an Initial Study with Negative Declaration/Environmental Assessment with Finding of No Significant Impact. The environmental document includes conversion of the existing HOV lanes in the 24-mile corridor to express lanes, addition of a second express lane between I-280 and SR 87, addition of an

auxiliary lane on northbound SR 85 between South De Anza Boulevard and I-280 and conversion of the US 101/SR 85 direct HOV lane-to-HOV lane connectors in south San Jose.

The responses to all formal comments received during the 60-day public comment period from December 30, 2013 to February 28, 2014 are included in the final environmental document. There were over 300 commenters and over 800 individual comments received. Master Responses were developed for the frequently raised topics. The top six frequently raised topics include:

(1) Existing congestion issues;
(2) Noise;
(3) Effect of federal funding on truck ban;
(4) Appropriate type of environmental document (Environmental Impact Report vs. Initial Study);
(5) Air quality;
(6) Performance agreements to reserve the freeway median for light rail transit between the Santa Clara County Traffic Authority, VTA's predecessor, and several cities along the corridor.

For a summary on responses to these topics, please refer to Attachment C. Attachment C1 provides additional information on the project traffic benefits. This attachment shows the projected travel time benefits when comparing the general purpose lanes with the express lanes, the travel time benefits when comparing the general purpose lanes with and without express lanes, and the average speeds for these comparisons. No new environmental issues were raised during the public circulation period and the environmental conclusions remained the same as was presented in the draft environmental document.

In addition to the planned express lanes implementation to help provide a more reliable commute along SR 85, many other improvements have been implemented and planned for the highway. Attachment C2 shows the improvements that have been implemented along SR 85 over the past 15 years. The Valley Transportation Plan 2040 (VTP 2040) includes additional improvements that are intended to address other concerns that were raised through the environmental documentation process for express lanes on SR 85, such as connections to SR 237 and I-280. Attachment C3 identifies improvements clustered around these areas. The issue to date has been securing funding to pay for the implementation of these improvements.

Attachment C3 lists the project's potential impacts for the No Build and Build Alternatives to 24 identified resources. Attachments C4 and C5 provide additional background information on the noise data that was collected along SR 85.

US 101 Express Lanes Environmental Document

In a parallel path, Caltrans is reviewing the final environmental document for the build-out of express lanes on US 101. The target approval of the final environmental document is Summer 2015. The environmental document is an Initial Study with Mitigated Negative Declaration/ Environmental Assessment with Finding of No Significant Impact. The scope of work includes 34 miles of converting existing HOV lanes to express lanes operations with the addition of a

second express lane for the majority of the route from Dunne Avenue in Morgan Hill to Oregon Expressway in Palo Alto.

The responses to all formal comments received during the 45-day public comment period from January 12, 2015 to February 26, 2015 are included in the environmental document. There were 30 commenters and less than 50 comments. The frequently raised topics included safety and accidents, construction noise and delays, access to express lanes, congestion and bottlenecks, noise impacts and need for sound walls, oppose project - waste of taxpayers' dollars, and air quality and dust.

No new environmental issues not already addressed in the draft environmental document were raised during the public circulation period and the environmental conclusions remained the same.

DISCUSSION:

Staff recommends that the Board approve a path forward to implement express lanes on SR 85. The path forward considers input received from stakeholders during the environmental and preliminary engineering phases of work.

Staff recommends following an incremental approach to implement (i.e., to design and construct) express lanes based on currently available and projected funding. The implementation is divided into four phases, as set forth in Attachment D. The phases are:

Phase 1: Implementation of express lanes along SR 237 from North First Street to the SR 237/I-880 interchange direct connectors;
Phase 2: Extension of the SR 237 Phase 1 Express Lanes from North First Street to Mathilda Avenue;
Phase 3: Implementation of express lanes on US 101 from the San Mateo County line to on SR 85 from SR 85/101 interchange to approximately I-280;
Phase 4: Implementation of express lanes along SR 85 from approximately SR 87 to US 101 and at the SR 85/US 101 direct HOV lane to HOV lane connector.

Phase 1 of the express lanes program is already operational at the SR 237/I-880 interchange and funding for Phases 2, 3 and 4 has been allocated through the design phase by the VTA Board in a prior action.

Attachment D shows this incremental approach to implementing the express lanes, including those segments along the US 101 and SR 85 routes that remain to be implemented (designed and constructed) beyond Phase 4. The segments were developed to be standalone projects, if needed, and were determined by looking at operationally significant break points in the corridor such as the interchange of freeways.

The following is a brief description of each segment beyond Phase 4:

- **SR 85 from I-280 in Cupertino to SR 17 in Campbell (85B):** Convert existing HOV lanes to express lanes and add new express lanes on SR 85 from the Stevens Creek

Boulevard interchange in Cupertino to the SR 85/SR 17 interchange in Campbell.

- **SR 85 from SR 17 in Campbell to SR 87 in San Jose (85C)**: Convert existing HOV lanes to express lanes and add new express lanes on SR 85 from the SR 17 interchange in Campbell to the SR 87 interchange in San Jose.
- **US 101 from Fair Oaks Avenue in Sunnyvale to I-880 in San Jose (101B)**: Convert existing HOV lanes to express lanes and add new express lanes on US 101 approximately from Fair Oaks Avenue to the I-880 interchanges in San Jose.
- **US 101 from I-880 to SR 85 South in San Jose (101C)**: Convert existing HOV lanes to express lanes and add new express lanes on US 101 from the I-880 interchange to the US 101/SR 85 South interchange in San Jose. The double express lanes would terminate just north of the Blossom Hill Road interchange in San Jose, with single express lane planned between Blossom Hill Road and SR 85 South interchange.
- **US 101 from SR 85 South in San Jose to East Dunne Avenue in Morgan Hill (101D)**: Convert existing HOV lanes to express lanes and add new express lanes on US 101 from the SR 85 South interchange in San Jose to the East Dunne Avenue interchange in Morgan Hill, including the extension of the express lanes beyond the current existing HOV lane system, from Cochrane Road to East Dunne Ave in Morgan Hill.

Implementing Express Lanes on SR 85

A phasing strategy was prepared to determine the order of implementation of segments. The initial implementation of the single-lane conversion on SR 85 between SR 87 and I-280 would provide operational benefits and new mobility options, and generate positive revenue. However, these benefits are of limited duration. The analysis predicts that by about 2023, due to anticipated growth in jobs, housing, and population, the single-lane express lane mixed with carpool traffic and toll paying solo commuters would essential revert back to being a full-time carpool lane operating at capacity. In this scenario, a second lane would need to be added or changes would need to be made regarding eligible vehicles for the lane.

Phase 3 and 4, under development as conversion only projects, are predicted to be in operation by around 2018. If the segment of SR 85 between I-280 and SR 87 is selected to be the next phase implemented, a possible implementation time frame could be around 2020. This means that the single-lane segment would be in operation for possibly a little over three years and would require another investment to upgrade.

Attachment E shows a comparison of two approaches to implementing express lanes on SR 85 between I-280 and SR 87: an initial conversion followed by the second lane versus implementing the double express lanes at one time. Staff recommends proceeding with the implementation of express lanes on SR 85 as a double-lane express lane for the following reasons:

- A single-lane express lane would only be effective for a short period of time.
- Constructing the double-lane express lanes in phases, initially as a single-lane followed by addition of a second lane in the future, would impact the travelling public with two construction periods and would cost more due to an additional construction contract and inflation added to that construction contract.
- Constructing the double-lane express lanes in one construction contract would provide

immediate and long term benefits, and minimize construction impacts to the travelling public.

- Constructing the double-lane express lanes would provide a greater likelihood of generating the needed funding for other improvements in the corridor such as the planned noise abatement treatments, improvements to address freeway-to-freeway congestion that exists at locations such as I-280 and SR 85 and for transit improvements such as additional express bus service along SR 85.

FISCAL IMPACT:

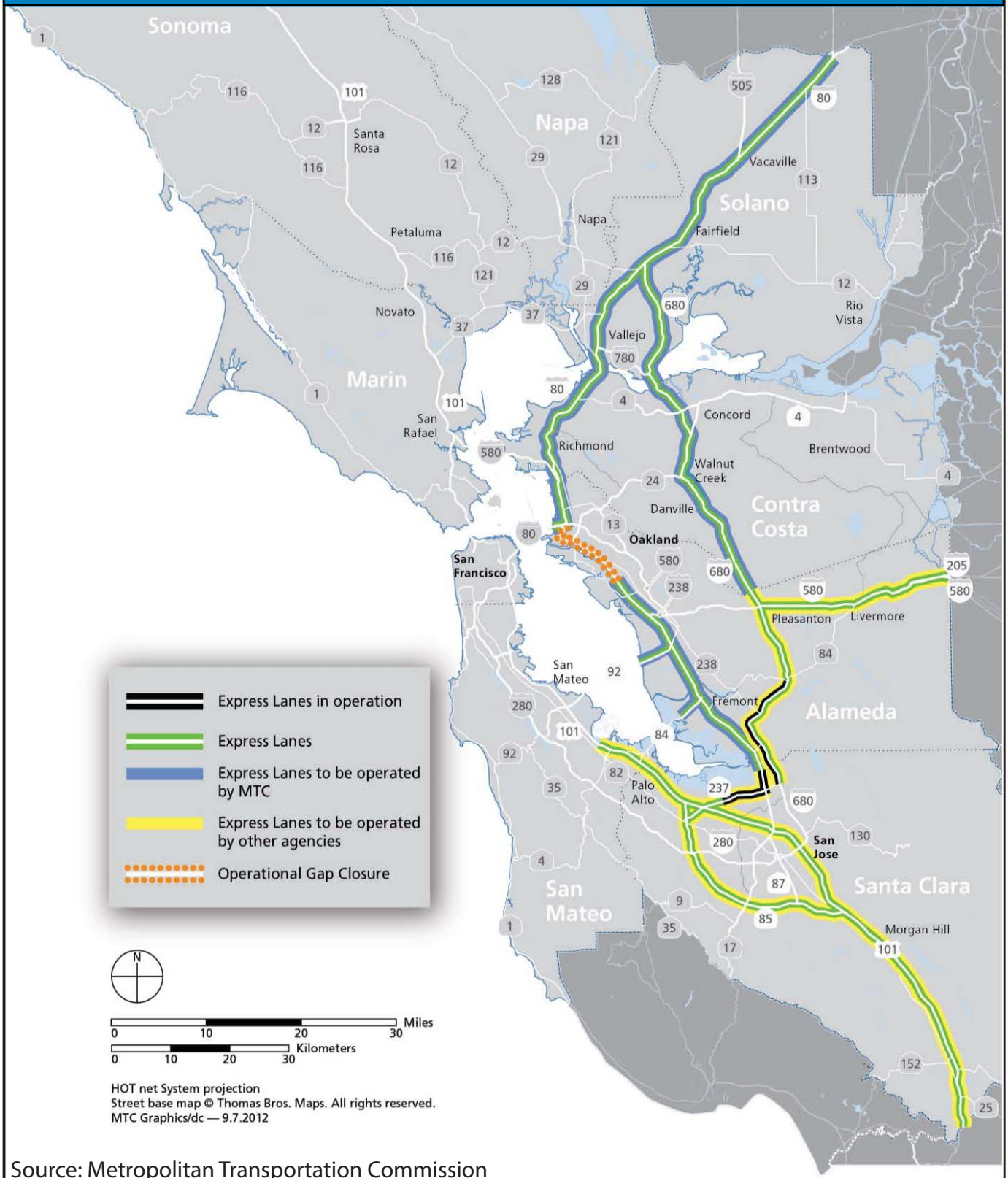
There is no direct fiscal impact as a result of this action.

Prepared by: Gene Gonzalo
Memo No. 4793

ATTACHMENTS:

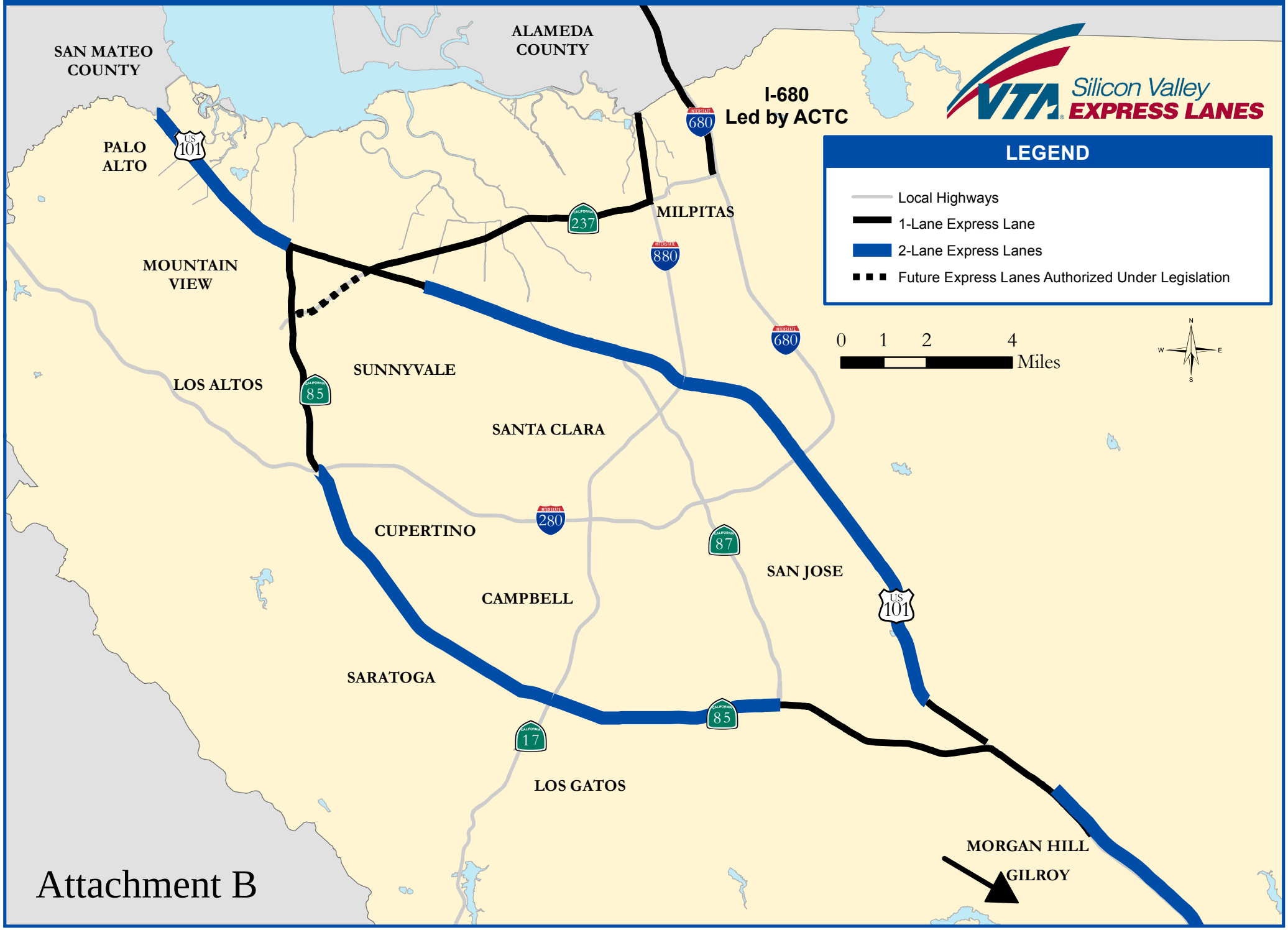
- Attach A_Regional_EL_Network_by_Agency2015-04-24 (PDF)
- Attach B_SVEL (PDF)
- Attach C_2015-06-04 Envr Summary (PDF)
- Attach C1_Project Traffic Benefits (PDF)
- Attach C2_SR85ProjectsMapCompleted 2015-04-23 (PDF)
- Attach C3_SR85ProjectsMapPlanned 2015-04-23 (PDF)
- Attach C4_Previous Noise vs Project Noise-Revised (PDF)
- Attach C5_Saratoga Noise Element Comparison (PDF)
- Attach D_SVEL Phases1-4_2015-04-24 (PDF)
- Attachment E - SingleLanevsDoubleLane (PDF)

Attachment A



Source: Metropolitan Transportation Commission

SILICON VALLEY EXPRESS LANES



Attachment B

SR 85 Express Lanes Project from US 101 in San Jose to US 101 in Mountain View
June 4, 2015 VTA Board of Directors

Attachment C: Environmental Summary

1. Authorization and Approvals

The following is a timeline of the major authorization and approvals related to the Silicon Valley Express Lane Program:

- 2004 - AB 2032 allows VTA to conduct, administer and operate value pricing programs.
- 2007 - AB 574 allows VTA to operate express lanes on a permanent basis and issue bonds backed by future express lanes revenues to finance express lanes.
- 2008 - VTA Board of Directors approves Program for implementation.
- 2013 - VTA Board of Directors approves additional funding for continued development of the Program.

2. Process

Caltrans is the lead agency for the California Environmental Quality Act (CEQA) (California) and National Environmental Policy Act (NEPA) (federal) environmental document. As Lead Agency, Caltrans has the discretion and authority to prepare an Initial Study (IS) and Environmental Assessment (EA) to determine if there is a significant adverse environmental impact.

VTA is the implementing agency for the project, established by AB 2032. Policy decisions on how and when to implement express lanes in Santa Clara County is the responsibility of the VTA Board of Directors.

3. Environmental Document Impacts Summary

The environmental document is an Initial Study with Negative Declaration/Environmental Assessment with Finding of No Significant Impact.

There are no significant adverse environmental impacts identified.

Below is a list of the project's potential impacts for the No Build and Build Alternatives to 24 identified resources.

Positive Impacts for Build Alternative vs. No Build Alternative:

- Traffic – improved travel times for 2015 and 2035 with Build Alternative. Other positive impacts include increase in average speed, along with reductions in total delay and average delay. Attachment C1 includes the project traffic benefits.
- Climate Change – lower carbon dioxide emissions in 2035

No Impacts (or Negligible Impacts) for both Build and No Build Alternatives with Inclusion of Standard Construction Measures:

- Land Use, Growth, Farmlands/Timberlands, Community Impacts, Environmental Justice, Utilities/Emergency Services, Hydrology and Floodplain, Water Quality and Storm Water Runoff, Geology/Soils/Seismicity/Topography, Paleontology, Air Quality, Noise, Wetlands and Other Waters, Cumulative Impacts, and Visual/Aesthetics

No Impacts for No Build Alternative; and Negligible Impacts for Build Alternative with Inclusion of ESA Measures, Testing, Surveys, and/or Payment of HCP Fees:

- Cultural Resources, Hazardous Waste / Materials, Natural Communities, Plant Species, Animal Species, Threatened and Endangered Species, and Invasive Species

4. Draft Environmental Document, Comments and Master Responses to Frequently Raised Topics

Comment period on draft environmental document was from December 30, 2013 to February 28, 2014.

Two public meetings held in January 2013: one at Calabazas Branch Library and one at Cambrian Branch Library.

Over 300 agencies, organizations, or individuals provided comments on draft environmental document, including comments from cities of Cupertino, Los Gatos, Mountain View, and Saratoga.

The top six frequently raised topics include: (1) (2) (3), (4), (5), and (6). (1) existing congestion issues, (2) noise, (3) effect of federal funding on truck ban, (4) appropriate type of environmental document (Environmental Impact Report vs. Initial Study), (5) air quality, and (6) previous plans to reserve freeway median for LRT through Performance Agreements between Santa Clara Traffic Authority, VTA's predecessor, with several cities within the corridor.

Below is a summary of the Master Responses developed for the frequently raised topics. The background and response to comments relating to the Traffic Authority Performance Agreement with Cupertino, Saratoga and Los Gatos is addressed in Item 5, Response to Performance Agreements Comments

- Existing congestion issues
  - While the proposed project does not modify the interchanges at the SR 85/I-280 interchange or at US 101, SR 237, and SR 17/I-880 to address the existing congestion at these locations, the conversion of the current HOV lane into a HOV/express lane will help to alleviate congestion by shifting some of the current single occupancy vehicles into the express lane thus better utilizing the available roadway capacity. This, in turn, reduces the traffic volume in the general purpose lanes and can increase the maximum volume able to pass through a bottleneck location thereby reducing the level of congestion.
  - VTA has completed several projects along SR 85. Some projects were implemented through the 1996 Measure B Transportation Improvement Program

such as the SR 85/US 101 North and South Interchanges which reduced traffic congestion and improved interchange access and safety. The latest project, implementation of ramp metering on SR 85 between I-280 and US 101 North in January 2015, through MTC's Freeway Performance Initiative, is expected to reduce congestion on SR 85 by regulating the flow of traffic entering the freeway during peak traffic hours. With this project, ramp metering is operational along the entire length of SR 85. [Get more info from David/Shanthi]

- VTA is planning to prepare the I-280 Corridor Study from US 101 to the San Mateo County line. This study is expected to provide potential improvements at SR 85/I-280 Interchange. The study is expected to start this Fall.
- VTA has other improvements that have been identified in the long-range transportation plan for Santa Clara County. The latest plan, VTP 2040, does not include reconstruction of the SR 85 interchanges at I-280, US 101, SR 237, and SR 17/I-880; however, it includes 6 express lanes and 10 highway projects which could improve the traffic operations and provide incremental improvements to bottlenecks at major system interchanges along the SR 85 corridor once funding is available.
- Attachment C2 and C3 includes maps of the VTA Completed Projects along SR 85 and VTA Planned Projects along SR 85.

Noise – Background:
Due to community concerns regarding freeway noise after SR 85 opened in 1994, the following studies and projects were undertaken by Caltrans and VTA:

- 1998: Caltrans completed a study of potential alternatives that could be expected to reduce freeway noise by 3 dBA.
- 2001: VTA completed a study recommending a test project to micro-grind (texture-grind) a portion of the freeway and conducted noise analysis to determine if an improvement is achieved.
- 2003: VTA completed a test project with results that indicated while overall freeway noise levels were not significantly reduced, the frequency characteristics of the noise was modified where it could be harder for humans to hear.
- 2006: VTA completed a noise mitigation project which included textured grinding of about 11 miles of PCC pavement from east of Almaden Expressway to north of Stevens Creek Boulevard.

- Noise will increase with project
  - The project will increase existing noise levels by 0 to 3 dBA depending on the location. Noise increases in the range of 0 to 3 dBA will not be a substantial noise impact under the CEQA or NEPA.

Project Process:
The project evaluated noise impacts using Caltrans' required approach for state highway projects:

- CEQA significance is based on difference in noise between existing and future (design year 2035) with project conditions. No single numerical threshold is currently used on all projects. Project Development Team makes the determination of significance.
- NEPA significance is based on comparison of future conditions with and without the project. No specific thresholds; however, if project has federal funding, the threshold for a noise impact is when the future noise level with project substantially exceed the existing noise level (defined as a 12 dBA or more increase) or approach (defined as coming within 1 dBA of the Noise Abatement Criteria) or exceed the NAC.

  If the project will have noise impacts, noise abatement measures must be considered and have to meet Caltrans' feasibility and reasonableness criteria. The feasibility of a noise abatement is basically an engineering concern. A minimum of 7 dB reduction in the future noise level must be achieved to be considered feasible. The reasonableness determination is basically a cost-benefit analysis.

Noise Study Results:

- The project conducted noise measurements at 149 locations throughout the corridor, updated and validated noise measurements at 10 locations conducted for the US 101 Auxiliary Project and added 8 non-measurement locations to the model.
- CEQA significance:
  The predicted future with project noise increase over existing for all 167 noise receptors was 0 to 3 dBA. An increase of 3 dBA is considered barely detectable to the human ear. The Project Development Team determined that a 3 dBA increase is not substantial and will be less than significant under CEQA.

Breakdown by dBA	
Future with Project Noise Increase Over Existing	**No of Receptors**
0	59
1	98
2	9
3	1
Total	167

- NEPA significance:
  No future noise level with project substantially exceeded the existing noise level defined as a 12 dBA or more increase.

Of the 167 noise receptors, 41 locations approach (defined as coming within 1 dBA of the Noise Abatement Criteria) or exceed the NAC.

Impact	No of Receptors
A/E	**41**
None	124
--	2
Total	167

A total of 24 walls were evaluated for potential abatement measures. Of the 24 walls, 8 were new walls and 16 were existing walls to be raised up to 16 feet. Only 6 of the new walls had at least one wall height that would meet the noise reduction design goal of 7 dB noise reduction at a minimum of one receptor location. None of the existing walls met the minimum noise reduction design goal. None of the walls evaluated meet both the feasibility and reasonableness criteria. No noise barriers or other abatement measures are included in the project.

	Total Walls	New Walls	Modified Walls up to 16 feet	7dB Noise Reduction or greater	Reasonable and Feasible?
US 101	6	3	3	2 (New Wall)	**No**
SR 85	18	5	13	4 (New Wall)	**No**
Total	24	8	16	6 (New Wall)	-

- Consider noise abatement techniques such as “quieter pavement”
  Project Process:
  - Potential noise abatement measures were considered for locations where future noise levels with the project approach or exceed the NAC. None of the evaluated sound wall locations met the Caltrans “feasibility” and “reasonableness” criteria. That does not mean noise levels cannot be reduced or that no other noise abatement can be considered or included in the project; rather, the feasibility and reasonableness criteria are used to determine whether project-related noise abatement is eligible for federal funding. Potential noise abatement can be considered if non-federal funds are available.
  - The use of “quieter pavement” for roadway noise abatement has received attention in recent years, and the effectiveness and application of quieter pavement has been studied by Caltrans and others. At this time, FHWA policy does not allow quieter pavement to be considered as a noise abatement measure. Quieter pavement is not currently listed in 23 CFR 772 as a noise abatement measure for which federal funding may be used.

VTA's Noise Reduction Program:

- During the environmental circulation period for the project, residents expressed their concerns toward the perceived noise from the SR 85 corridor and added noise from the proposed express lanes, in particular, the new double express lanes between SR 87 and I-280 within the cities of San Jose, Campbell, Los Gatos, Saratoga and Cupertino. To address noise concerns on SR 85, VTA will perform a noise reduction study and prepare a report to identify a range of noise reduction treatments and test location(s). The study will commence this Spring and will encompass the entire highway corridor from US 101 in San Jose to US 101 in Mountain View, within the cities of San Jose, Campbell, Los Gatos, Saratoga, Cupertino, Sunnyvale, Los Altos and Mountain View. This study is phase 1 of VTA's Noise Reduction Program. Phase 2 will implement noise reduction treatment as a pilot project at specified test location(s) identified in Phase 1. Based on results of the pilot project, Phase 3 will implement other noise reduction projects along SR 85 with revenue generated from the SR 85 express lanes.

Noise in Saratoga

- Noise levels are already too high in Saratoga

  In early 2014, VTA offered to meet with the cities within the project limits to discuss noise concerns related to the proposed project. SR 85 passes through the cities of Mountain View, Los Altos, Sunnyvale, Cupertino, Saratoga, Los Gatos, Campbell, and San Jose. The meeting was attended by the cities of Campbell, Los Gatos, Saratoga, Cupertino, and Mountain View. VTA provided a comparison between the noise analysis for the project and the 1987 EIS for the construction of SR 85 or appropriate other noise study to the meeting attendees. Noise in Other Areas is addressed in subsequent section below.

  - The 1987 EIS for the construction of SR 85 between US 101 in southern San Jose and I-280 in Cupertino, which includes SR 85 in Saratoga, stated that noise attenuation would be provided at schools and in residential areas whenever forecasted noise levels exceed 67 dBA. Sound walls have been constructed along SR 85 within the entire city limits of Saratoga (from Prospect Road to Quito Road). The Final EIS also notes that while it would be desirable to meet local noise goals, it is not always practical to do so.
  - The 1987 Final EIS for the construction of SR 85 south of I-280 evaluated 12 receptor locations, two of which are in the City of Saratoga.

    The residences for the first receptor are shielded by a sound wall. The 2012 existing, future No Build, and future Build noise levels (with the existing sound wall in place) are 5 decibels below the 1987 future peak hour unmitigated level (without the sound wall). These levels are consistent with the expectation of an effective noise reduction of at least 5 dBA from a sound wall.

    The residences for the second receptor are shielded by a sound wall. The 2012 existing and future No Build noise levels are the same as the 1987 future peak hour mitigated level, and the 2012 future Build noise level is 1 decibel above the

1987 predicted level. These results indicate that the 1987 modeling is consistent with current measurements and predicted levels at this location.

- Attachment C4 includes the table and map showing the comparison results and location of receptors within Saratoga.

- Noise measurement from 2013 Saratoga Noise Element Update
  - For the City of Saratoga Draft Noise Element update, one noise measurement was collected along SR 85. The measurement used in the Noise Element update was in a different metric (measurement unit) than that used for the project. When converted to the same metric and adjusted to correlate with the measurement distance from SR 85 used in the Noise Element update, the project measurements are in the same range, or below the range, shown in the Noise Element update.
  - Attachment C5 includes the table showing the comparison results.

Noise in Other Areas
Background:
In early 2014, VTA offered to meet with the cities within the project limits to discuss noise concerns related to the proposed project. SR 85 passes through the cities of Mountain View, Los Altos, Sunnyvale, Cupertino, Saratoga, Los Gatos, Campbell, and San Jose. The meeting was attended by the cities of Campbell, Los Gatos, Saratoga, Cupertino, and Mountain View. VTA provided a comparison between the noise analysis for the project and the 1987 EIS for the construction of SR 85 or appropriate other noise study to the meeting attendees. Noise in Saratoga is addressed in preceding section above.

- Noise in Campbell
  - The 1987 Final EIS for the construction of SR 85 south of I-280 evaluated 12 receptor locations, one of which was in the City of Campbell.

    The residences for this receptor currently receive acoustic shielding from 10- to 12-foot noise barriers. The 2012 existing and future No Build noise levels are 6 decibels below the 1987 future peak hour mitigated level and the future Build noise level is 5 decibels below the 1987 predicted level. These levels are consistent with the expectation of an effective noise reduction of at least 5 decibels from a sound wall.
  - Attachment C4 includes the table and map showing the comparison results and location of the receptor within Campbell.

- Noise in Los Gatos
  - The 1987 Final EIS for the construction of SR 85 south of I-280 evaluated 12 receptor locations, one of which is in the Town of Los Gatos.

    The residences for this receptor currently receive acoustic shielding from noise barriers. The 2012 existing and future No Build noise levels are 1 decibel below the 1987 future peak hour mitigated level and the future Build noise level is the same as the 1987 predicted level. This indicates that the 1987 modeling is consistent with current measurements and predicted levels at this location.

- Attachment C4 includes the table and map showing the comparison results and location of the receptor within Los Gatos.

- Noise in Cupertino
  - The 1987 Final EIS for the construction of SR 85 south of I-280 evaluated 12 receptor locations, two of which are in the City of Cupertino.

    The residences for the first receptor are currently shielded by a 12-foot noise barrier. The 2012 existing and future No Build noise levels are 2 decibels above the 1987 future peak hour mitigated level and the future Build noise levels is 3 decibels above the 1987 predicted level. This indicates that the 1987 modeling, which assumed a future year of 2010, is generally consistent with current measurements and predicted levels at this location.

    The commercial land uses for the second receptor are not currently shielded by noise barriers. The 2012 existing and future No Build noise levels are 6 decibels above the 1987 future peak hour unmitigated level, and the future Build noise level is 8 decibels above the 1987 predicted level. This location was identified as a residential land use in the 1987 Final EIS. It is currently a commercial land use; thus, the setting has changed.

    Interior noise measurements were also collected for this commercial property for this project since there are no active outdoor use areas at this location. The measurements indicated that the worst-hour noise levels in the property are 40 dBA Leq[h] or less. This interior noise level does not approach or exceed the NAC of 52 dBA Leq[h]. No residences or other sensitive land uses were identified on Bubb Road.
  - Attachment C4 includes the table and map showing the comparison results and location of receptors within Cupertino.

- Noise in Mountain View
  - The Mountain View portion of SR 85 was constructed before 1987 and therefore was not addressed in the 1987 Final EIS for the construction of SR 85. The predicted future noise level data from the 1996 environmental document for the SR 85 HOV Lane Widening Project between Dana Street and north of Moffett Boulevard was used for comparison. Based on the mapping from the 1996 and this project's 2012 reports, it appears that the barriers identified for the 1996 evaluation have been built.

    The 2012 existing and future No Build and Build noise levels are within the predicted future with barrier range identified in the 1996 environmental document. For all 2012 measurements, the project will result in a 0 to 1 dBA increase over existing conditions. These results indicate that the 1996 modeling is consistent with current measurements and predicted levels at these locations.
  - Attachment C4 includes the table and map showing the comparison results and location of receptors within Mountain View.

- Effect of federal funding on truck ban
  - The current truck restriction on SR 85 between US 101 (PM 0.0) in San Jose and I-280 (PM 18.45) in Cupertino is included in California Vehicle Code Section 35722 and Santa Clara County Ordinance Section B17-5.3. The restriction applies to trucks with gross weight in excess of 9,000 pounds, exceptions apply to Police and Fire Department vehicles and other vehicles which need to enter the area for specific purposes.
  - The project will not change the existing truck restriction on SR 85 or the requirements to enforce the restriction.
  - The technical analyses for the project, including for noise, accounted for the existing truck restriction.
  - Neither Caltrans nor VTA are aware of any current provision that will require changes to the truck restriction as a result of the use of federal transportation funding for projects on SR 85.

- Appropriate type of environmental document (Environmental Impact Report vs. Initial Study)
  - CEQA requires a lead agency to prepare an Environmental Impact Report (EIR) if there is substantial evidence, in light of the whole record, that the project may have a significant effect on the environment. NEPA requires an EIS to be prepared when the proposed federal action (project) as a whole has the potential to "significantly affect the quality of the human environment." Under NEPA, significance is a function of both context and intensity.
  - The same technical studies must be prepared whether the ultimate environmental document is an IS/EA or an EIS/EIR. Thus, preparing an EIS/EIR would not change the content or nature of any of the technical studies, or the determination of the project's impacts on the environment.
  - The determination that the proposed project will not have significant environmental effects was based on a detailed and comprehensive review of each technical study area. The decision to complete an IS/EA was based on the technical studies' findings that no significant impacts would result, or that impacts would be avoided or minimized.

- Air quality will get worse
  - The air quality analyses accounted for existing background emissions as well as for changes in future traffic patterns with and without the project. The project will generally decrease delays and increase speeds during peak periods, as some drivers shift from the general purpose lanes to the express lanes. The reduction in delays will also reduce vehicle idling, which tends to be associated with high vehicle emissions.
  - The project will not increase emissions or concentrations of criteria pollutants that will result in air quality standard violations. The project will not violate standards for carbon monoxide or particulate matter less than 2.5 micrograms in diameter ($PM_{2.5}$) or interfere with regional planning to achieve compliance with federal and

state ozone standards. Mobile source air toxics (MSATs) in the project opening year (2015) and horizon year (2035) will be lower than in the existing condition.
  - Emissions of the primary pollutants related to project construction were modeled and compared with Bay Area Air Quality Management District criteria to determine when control measures should be implemented during construction. The worst-case construction emissions did not exceed any of these criteria.

- Concern that Express Lanes will take travel benefits from carpoolers/HOVs:
  - Carpoolers/HOVs will continue to use the express lanes for free and the proposed system will maintain travel time benefits for HOVs through installation of roadway equipment and real-time monitoring.
  - Similar systems on SR 237 and I-680 as well as in Southern California, Minneapolis and Denver have data that show express lanes do not discourage carpooling, transit ridership or other forms of HOV.

- Previous plans to reserve freeway median for LRT
  - Light rail in the median was previously evaluated in the 1987 Draft Environmental Impact Statement (EIS) for the construction of SR 85 between US 101 in San Jose and I-280 in Cupertino. The preferred alternative described in the Final EIS consisted of a total of six lanes (two general purpose lanes and one HOV lane in each direction), with the space in the median reserved for future mass transportation, but not light rail in particular. The purpose of the additional space in the median was for "future mass transportation options only when funding is available".
  - Light rail in the median of SR 85 is not a reasonable or feasible project alternative for the SR 85 Express Lanes Project. Light rail in the median of SR 85 will not achieve the project's purpose and need, will be prohibitively expensive, and will not reduce or avoid significant environmental impacts.

- Access point selection and convenience
  - Work on the development of the SR 85 express lanes has been ongoing since 2007 and project information, including the proposed express lane access points, was presented during public outreach efforts for the project.
  - The location of the access points met geometric, safety, environmental, operational and policy requirements.
  - Design modifications to revise the proposed express lane access to continuous or open access—like the existing SR 85 HOV lane, with no buffer separation—will be considered during detailed project design.

- Express lane tolls – double taxation
  - Use of the express lanes is optional, and no driver is forced to use the express lanes and pay the toll. Unlike taxes, which are paid by everyone, the tolls are user fees for solo drivers only. Tolling solo drivers for express lane use is a way to improve roadway congestion without imposing additional gas taxes, sales taxes, or motor vehicle registration fees. Such additional taxes and fees place the burden

of congestion relief on taxpayers who do not necessarily use the project corridor, or in the case of sales tax, do not necessarily drive.
  - Toll revenues from the SR 85 express lanes will be reinvested for HOV, transportation, and transit service improvements within the SR 85 corridor.

- Public noticing for environmental document
  Public Outreach:
  - VTA began seeking public input on express lanes for SR 85 and US 101 in Santa Clara County in 2004.
  - City Staff from Campbell, Cupertino, Los Altos, Los Gatos, Mountain View, San Jose, Saratoga, Sunnyvale, and the County of Santa Clara were invited to monthly project meetings beginning in October 2012.
  - The project has been included in several public regional transportation planning documents, including the MTC's Transportation Improvement Programs (TIPs) since 2011. The TIP lists Bay Area transportation projects that are to receive federal funding or are subject to a federally required action, or are considered regionally significant.
  - Caltrans and VTA circulated the IS/EA for public review and comment on December 30, 2013. A Notice of Completion was filed with the State Clearinghouse on December 30, 2013. Federal, state, regional and local agencies, libraries within the project limits, and federal, state and local elected officials received printed or electronic copies of the document or mailers. The public meetings were advertised through VTA press release and newspaper ads containing this information were run in local English-language newspapers and foreign-language newspapers that serve the project corridor.
  - On January 30, 2014, the end of the public comment period was extended from January 31, 2014 to February 28, 2014, in response to public requests for additional time to review and comment on the IS/EA. Additional newspaper advertisements were run to notify the public of the comment period extension in local English-language newspapers and foreign-language newspapers that serve the project corridor.

  Disclosure of Second Express Lane in the Median between SR 87 and I-280:
  - The IS/EA included and described the proposed addition of a second express lane. Additional newspaper advertisements were run to clarify that the project would include this second express lane in each direction of SR 85 between SR 87 and I-280 in local English-language newspapers and foreign-language newspapers.

- Mass Transit Alternatives
  - The SR 85 express lanes will not restrict consideration of other mass transportation and/or transit options. Express lanes will offer immediate congestion relief during a time when funding to advance major projects is limited.
  - The express lane project is intended to provide additional revenue for HOV, transportation, and transit service improvements within the SR 85 corridor.

- Consideration of other alternatives
  - The preliminary studies completed in 2005 and 2008 focused on the conversion of the existing HOV lanes to express lanes in each direction of SR 85.
  - By 2010, approximately 15 express lane configurations had been evaluated. The Project Study Report (PSR) recommended three feasible alternatives: the current proposed Build Alternative that was evaluated in detail in the IS/EA, and two single express lane alternatives—one with shared ingress/egress zones and one with separate ingress/egress zones. The other options that had been evaluated were variations on the three feasible alternatives that differed in their placement of access zones and access configuration.
  - The PSR reported that all three feasible alternatives will improve congestion compared to the No Build Alternative. However, the alternative with a second express lane in the median between SR 87 and I-280 will provide additional congestion relief to some of the existing HOV lane segments between SR 87 and I-280 that are currently operating at peak-hour demand volumes near the 1,650 vph threshold operation to provide reliable HOV travel time savings. Hence, the second express lane is needed to meet the future demands on the corridor between SR 87 and I-280.
  - The PSR indicated that the project team also evaluated a configuration that included two express lanes in each direction for the entire length of SR 85. The two-express-lane configuration was determined infeasible because it would require additional right-of-way; reconfiguration of interchanges, overcrossings, and other structures; major utility work; and substantially higher costs than the other alternatives. The extension of the second express lane north of I-280 was not determined feasible for the same reason.

- Project Funding, Cost and Revenue

  Funding and Cost
  - The project approval and environmental phase of the project is funded with federal Earmarks, American Recovery and Reinvestment Act, and VTA local funds.
  - Full funding for the design development and construction has yet to be determined but can be from a combination of toll bonds, third party loans, local contributions, or federal grants. AB 574 also allowed VTA to issue of bonds, backed by future SVEL Program revenues, to finance express lanes construction.
  - The total project cost, based on the preliminary engineering and environmental documentation process, is about $176 million. This includes about $145 million in capital construction cost.

  Revenue
  - The terms of toll collection and reinvestment are dictated by California Streets and Highways Code Section 149.6. The planning level estimate for gross toll revenue projections ranges from $2 million in the beginning year to $10 million in year five of express lane operation. The planning level estimate for annual toll system maintenance and operating cost is about $2 million a year. The planning level estimates show that tolls generated will be enough to cover the cost of

operating the express lanes within two years of operation. The planning level estimate for the range of net revenues varies between $1 million to $8 million in the first five years.
  - An investment grade traffic and revenue analysis is necessary and will be performed before the project can be constructed. This study is not available at this planning level stage. The project will only be constructed if the revenue analysis indicates that the project can be successfully financed based on the traffic and revenue projections. The VTA-led SR 237 Express Lanes have been operating with net revenues since opening to tolling operations two years ago. The direction on how the net revenues will be spent will be based on a future expenditure plan that will have to be approved by the VTA Board of Directors.
  - The purpose of the net toll revenue from the SR 85 express lanes, after payment of direct expenses (meaning operating and maintenance expenses for the express lanes), is to fund HOV, transportation, and transit service improvements within the SR 85 corridor.
  - The Bay Area Toll Authority, which is the toll collection entity for all Bay Area bridges and express lanes, will collect the tolls.

- Income equity of express lanes tolls
  - The technical analysis for the project describes low-income populations in the project area and concluded that the project will not cause disproportionately high and adverse effects on any minority or low-income populations.
  - Data from existing express lanes in California and other parts of the U.S. show that low-income drivers are using express lanes, appreciate the opportunity to use express lanes when needed, and appear to place particular value on reliable travel times compared with middle-income or high-income drivers who may have more schedule flexibility. Although express lane tolls represent a different economic choice to low-income drivers versus middle- and high-income drivers, the choice does not represent a disproportionate burden because express lane use is voluntary.

- Express lanes will make traffic worse
  - The analysis showed that in 2015 and 2035 without the proposed project, the general purpose lanes in many segments of SR 85 will have high traffic density and congestion during the AM and PM peaks, and some HOV lane segments will also have impaired flow.
  - The proposed project will improve travel times and speeds compared to the No Build condition in 2015 and 2035. Most notably, in the AM northbound peak period, the project will increase average speed by 16 mph compared to No Build in 2015, and by 15 mph in 2035. Most express lane segments will operate at or close to free-flow conditions.
  - Attachment C1 includes the project traffic benefits.

- Traffic Outside of the Project Corridor
  - The project did not include an analysis of local arterials and roadways. The reason is that the project focuses on a corridor perspective and seeks to manage

traffic congestion in the HOV/express lanes to maintain operations at an acceptable condition as mandated state statutory requirements that govern the operations of HOV/express lanes.

- In response to comments from the Cities of Saratoga and Cupertino, a supplemental assessment of project-related traffic impacts on the local roadways was conducted for 19 intersections in the Cities of Saratoga and Cupertino, including the intersections of local roadways with SR 85 ramps. Saratoga and Cupertino staff reviewed and provided comments on the assessment materials, and their comments were incorporated into the final versions. The assessment showed that none of the studied intersections will be significantly impacted by the proposed project.

ENVIRONMENTAL CONCLUSION

No new environmental issues not already addressed in the draft environmental document were raised during the public circulation period and the environmental conclusions remained the same.

5. Response to Performance Agreements Comments

Background:

VTA's predecessor, the Santa Clara County Traffic Authority (Traffic Authority), was the agency created to implement the construction of SR 85, funded from the 1984 countywide sales tax. The Traffic Authority entered into a Performance Agreement with several cities, including the Cities of Cupertino and Saratoga and the Town of Los Gatos. Each agreement states that SR 85 will be maintained as a freeway and the median will be reserved for mass transportation. Mass transportation is comprised of all forms of bus (rapid, express and local service) and rail (commuter, heavy and light.) VTA is committed to improving mobility in the SR 85 corridor through the highest performing, most cost-effective transportation infrastructure available today.

Cupertino 1989 Performance Agreement

- The Traffic Authority entered into a 1989 Performance Agreement with the City of Cupertino to ensure that no improvements would be undertaken to SR 85 that would preclude future mass transit development within the highway's median.
    - The 1989 Performance Agreement did not commit to the construction of light rail in the median. As shown in agreement exhibit, the freeway was described as "a 6 through-lane facility with a median width of 46'." The exhibit does not identify a specific use for the median. The exhibit also states: "Bridges will be designed and constructed in a manner not to preclude future mass transit development in the freeway median." The reference to future mass transit development is not specific to light rail and does not distinguish between bus and rail service. SR 85 in the City of Cupertino was constructed as described in the Performance Agreement.

Saratoga 1989 Performance Agreement

- How does VTA plan to move forward with the Project consistent with its 1989 commitment to (i) limit SR 85 to 6 lanes and (ii) reserve the 46 foot median for mass transportation?
    - The 1989 Performance Agreement stated that SR 85 would be "a 6-lane facility with a median width of 46' reserved for mass transportation". The Performance Agreement does not specify that the median must be reserved for light rail or define mass transportation as rail instead of transit buses. SR 85 in the City of Saratoga was constructed as described in the Performance Agreement.
    - It should be noted that the City of Saratoga General Plan Circulation Element states that VTA does not have plans to extend light rail in the SR 85 corridor through Saratoga in the foreseeable future, and the City "will continue to implement policies and actions that support local and regional transit access".
    - VTA General Counsel is of the opinion that the provisions cited in the comment are unenforceable to the extent that they restrict VTA's ability to independently exercise its legislative authority.

Los Gatos 1990 Performance Agreement

- Under the 1990 Performance Agreement, it was agreed that "Route 85 through the Town will be a 6-lane facility with a median width of 46 feet from Winchester Boulevard to Pollard Road and 48 feet from Bascom Avenue to Winchester Boulevard and a vertical profile as shown in agreement attachment. This agreement would need to be resolved. Also, under the same agreement, the Traffic Authority agreed that no new freeway lanes shall be constructed in the Route 85 median or in the shoulders of Route 85 within the limits of Los Gatos without prior written approval by the Town Council.
    - The description of SR 85 in the 1990 Performance Agreement is noted. SR 85 in the Town of Los Gatos was constructed as described in the Performance Agreement.
    - VTA will continue to coordinate with the Town of Los Gatos regarding the prior agreement that no new freeway lanes shall be constructed in the median or shoulder of SR 85 within the town limits without prior written approval by the Town Council.

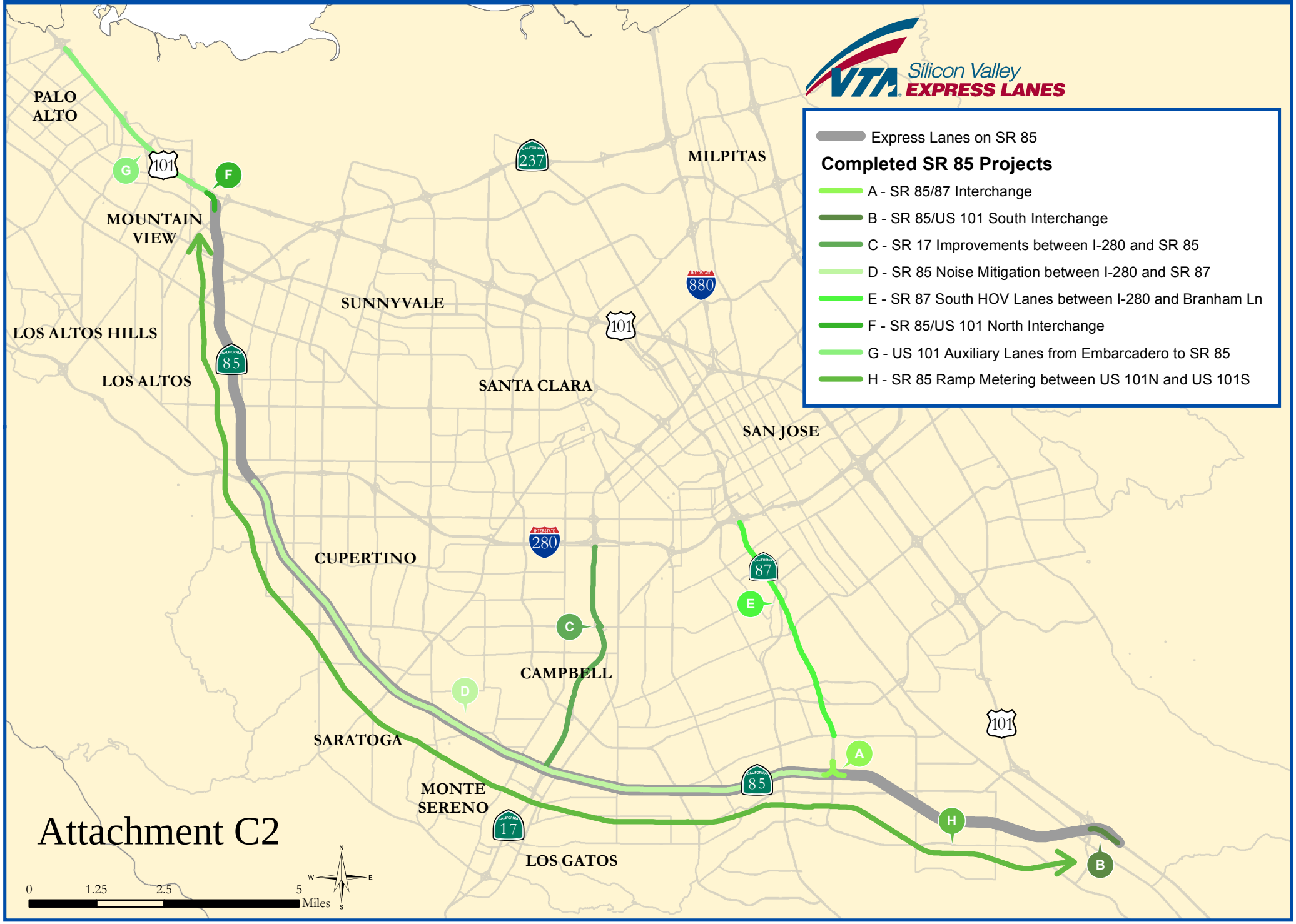
6. Attachments:

C1: Project Traffic Benefits
C2: VTA Completed Projects along SR 85
C3: VTA Planned Projects along SR 85
C4: Saratoga, Campbell, Los Gatos, Cupertino and Mountain View Noise Comparison between previous Predicted Noise Levels versus Project Noise Study
C5: Saratoga Noise Measurement Comparison between 2013 Saratoga Noise Element Update versus Project Noise Study

Attachment C1:
Project Traffic Benefits

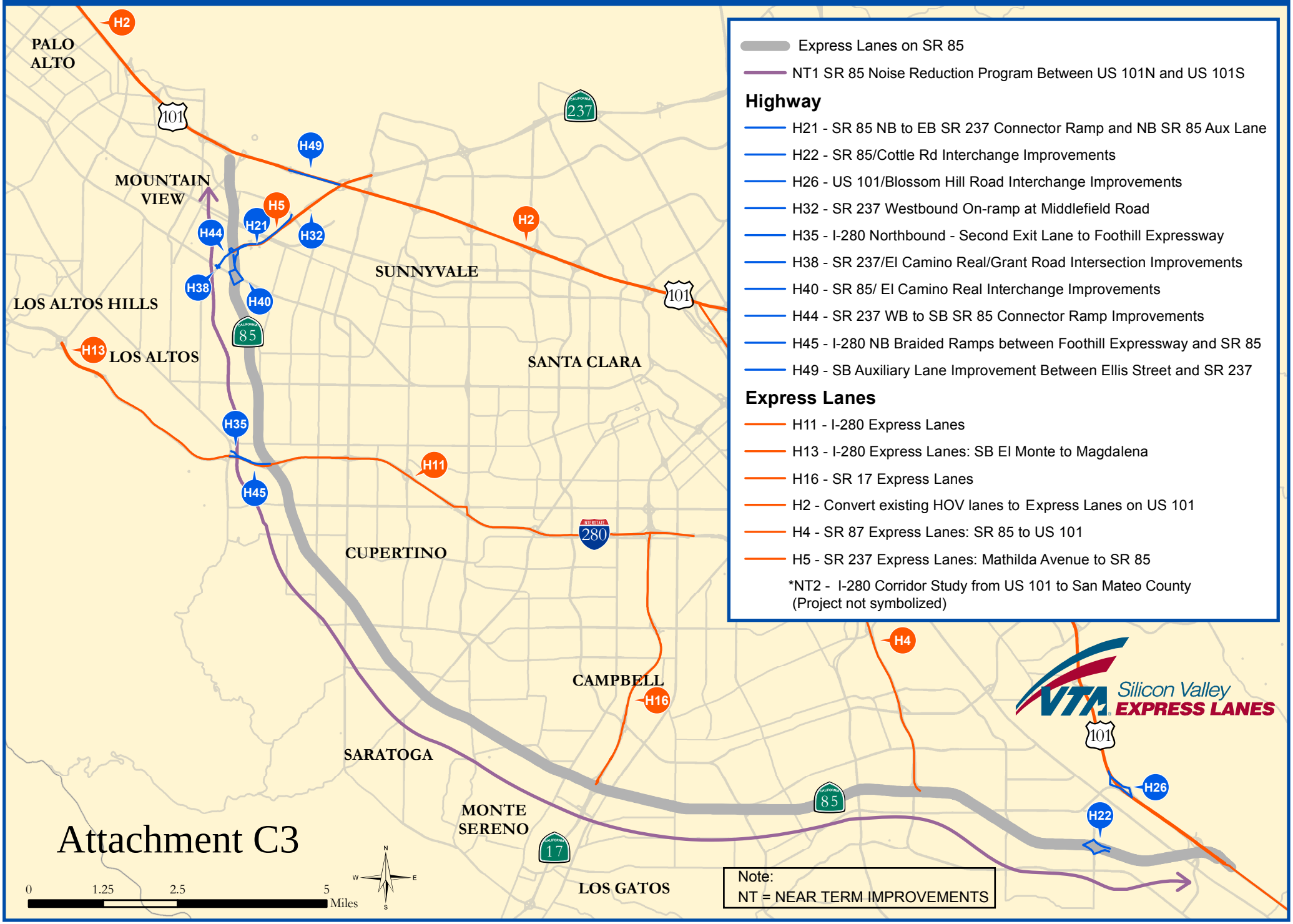
Travel Time Savings (Minutes) with Project Using Express Lanes versus General Purpose Lanes		
Segment	**Morning Commute (Northbound)**	**Evening Commute (Southbound)**
US 101S to SR 87 (1 Lane)	1.3	0.2
SR 87 to SR 17 (2 Lanes)	2.3	0.9
SR 17 to I-280 (2 Lanes)	0.7	1.1
I-280 to SR 237 (1 Lane)	0.7	3.5
SR 237 to US 101N (1 Lane)	0.1	3.7
SR 85	5.1	9.4
Travel Time Savings (Minutes) Using General Purpose Lanes with Project versus General Purpose Lanes without Project		
Segment	**Morning Commute (Northbound)**	**Evening Commute (Southbound)**
US 101S to SR 87 (1 Lane)	0.4	0.2
SR 87 to SR 17 (2 Lanes)	10.9	4.8
SR 17 to I-280 (2 Lanes)	2.9	0.6
I-280 to SR 237 (1 Lane)	0.1	-1.1
SR 237 to US 101N (1 Lane)	0.4	2.3
SR 85	14.7	6.8
Average Speed with Project Using Express Lanes versus General Purpose Lanes		
	Morning Commute (Northbound)	**Evening Commute (Southbound)**
Express Lanes	23% higher than General Purpose Lanes	25% higher than General Purpose Lanes
Average Delay Reduction (Hours) with Project Using Express Lanes and General Purpose Lanes		
	Morning Commute (Northbound)	**Evening Commute (Southbound)**
Express Lanes	5.5	13.9
General Purpose Lanes	11.2	7.4

VTA Completed Projects Along SR 85



VTA Planned Projects Along SR 85

17.f



Attachment C4:
Comparison between Previous Predicted Noise Levels and Project Noise Study

Comparison of 1987 and 2012 Existing and Future Noise Levels Along SR 85 in Saratoga										
Location	**1987 SR 85 Final Environmental Impact Statement Table**				**Most comparable location from 2012 SR 85 Express Lanes Noise Study Report**				**Comparison to 1987 Future Peak Hour**	
	Receptor ID	**24-hr Average Ambient dBA L_{eq}**	**Future Peak Hour, Unmitigated dBA L_{eq}**	**Future Peak Hour, Mitigated dBA L_{eq}**	**Receptor ID**	**Existing dBA L_{eq}**	**Future No Build dBA L_{eq}**	**Future Build dBA L_{eq}**	**Existing and Future No Build**	**Future Build**
1	N-9	59	67	N/A	ST-58	62	62	62	-5	-5
2	N-10	52	68	63	ST-52	63	63	64	Same	+1
Comparison of 1987 and 2012 Existing and Future Noise Levels Along SR 85 in Campbell										
Location	**1987 SR 85 Final Environmental Impact Statement Table**				**Most comparable location from 2012 SR 85 Express Lanes Noise Study Report**				**Comparison to 1987 Future Peak Hour, Mitigated**	
	Receptor ID	**24-hr Average Ambient dBA L_{eq}**	**Future Peak Hour, Unmitigated dBA L_{eq}**	**Future Peak Hour, Mitigated dBA L_{eq}**	**Receptor ID**	**Existing dBA L_{eq}**	**Future No Build dBA L_{eq}**	**Future Build dBA L_{eq}**	**Existing and Future No Build**	**Future Build**
1	N-8	48	79	66	ST-71	60	60	61	-6	-5
Comparison of 1987 and 2012 Existing and Future Noise Levels Along SR 85 in Los Gatos										
Location	**1987 SR 85 Final Environmental Impact Statement Table**				**Most comparable location from 2012 SR 85 Express Lanes Noise Study Report**				**Comparison to 1987 Future Peak Hour, Mitigated**	
	Receptor ID	**24-hr Average Ambient dBA L_{eq}**	**Future Peak Hour, Unmitigated dBA L_{eq}**	**Future Peak Hour, Mitigated dBA L_{eq}**	**Receptor ID**	**Existing dBA L_{eq}**	**Future No Build dBA L_{eq}**	**Future Build dBA L_{eq}**	**Existing and Future No Build**	**Future Build**
1	N-7	53	63	59	ST-69	58	58	59	-1	Same

Comparison of 1987 and 2012 Existing and Future Noise Levels Along SR 85 in Cupertino										
Location	**1987 SR 85 Final Environmental Impact Statement Table**				**Most comparable location from 2012 SR 85 Express Lanes Noise Study Report**				**Comparison to 1987 Future Peak Hour**	
	Receptor ID	**24-hr Average Ambient dBA L_{eq}**	**Future Peak Hour, Unmitigated dBA L_{eq}**	**Future Peak Hour, Mitigated dBA L_{eq}**	**Receptor ID**	**Existing dBA L_{eq}**	**Future No Build dBA L_{eq}**	**Future Build dBA L_{eq}**	**Existing and Future No Build**	**Future Build**
1	N-11	52	79	66	ST-42	68	68	69	+2	+3
2	N-12	54	68	63	ST-35	74	74	76	**+6**	**+8**
	N-12 previously identified as residential				ST-35 currently identified as commercial; change in setting					
					Interior noise level of 40 dBA L_{eq} does not approach exceed noise abatement criteria of 52 dBA L_{eq} for property type					

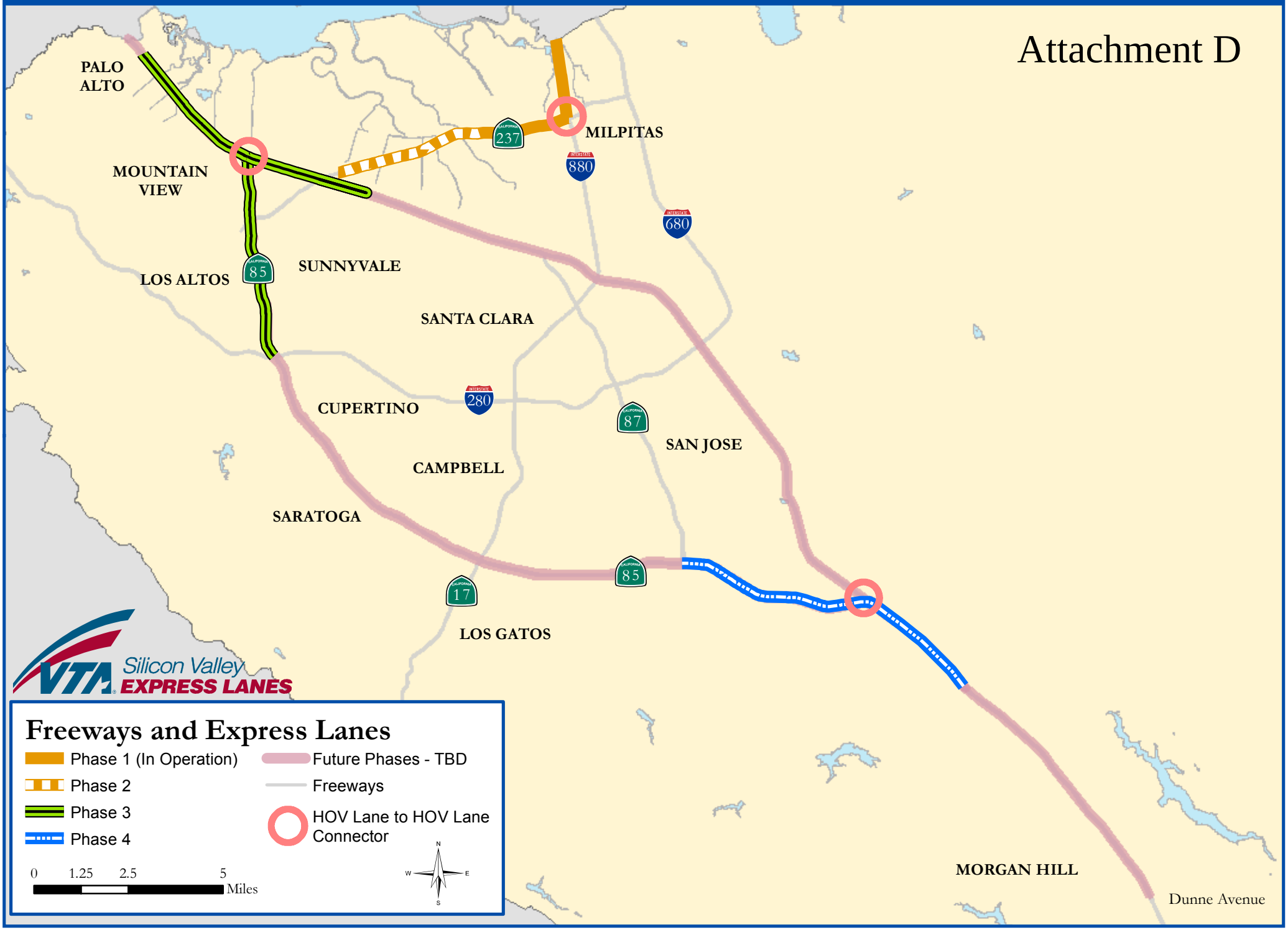
Comparison of 1996 and 2012 Existing and Future Noise Levels Along SR 85 in Mountain View										
Location	**From 1996 SR 85 HOV Lane Widening Initial Study/Environmental Assessment**				**Most comparable location from 2012 SR 85 Express Lanes Noise Study Report**				**Comparison to 1996 Future with barrier**	
	Receptor ID	**1996 Existing dBA L_{eq}**	**Future Without Barrier dBA L_{eq}**	**Future With Barrier dBA L_{eq}**	**Receptor ID**	**Existing dBA L_{eq}**	**Future No Build dBA L_{eq}**	**Future Build dBA L_{eq}**	**Existing**	**Future Build and No Build**
1	R1	59.9	65–69	60–64	ST-10	61	62	62	Within predicted 60–64	Within predicted 60–64
2	R4	62.9	65–69	60–64	ST-10	61	62	62	Within predicted 60–64	Within predicted 60–64
3	R15	68.9	68–78	62–70	ST-8	64	65	65	Within predicted 62–70	Within predicted 62–70
4	R20	69.1	68–74	63–65	ST-3	59	59	59	Below predicted 63–65	Below predicted 63–65
5	R23A	68.8	68	61–65	ST-5	63	63	63	Within predicted 61–65	Within predicted 61–65
6	R26	62.5	68–70	61–63	ST-2	57	58	58	Below predicted 61–63	Below predicted 61–63

Attachment C5:
Saratoga Noise Measurement Comparison between 2013 Saratoga Noise Element Update and Project Noise Study

2013 Saratoga Noise Element Update				
Measurement Description			**Measured Range Noted by City (dB)**	
Along SR 85 between Prospect Road and Cox Avenue (100 feet away with barrier shielding)			67 to 71	
Project Noise Study				
Location	**Receptor ID**	**Distance (feet) from SR 85 centerline**	**Estimated Day-Night Average Sound Level (dB)**	**Estimated Day-Night Average Sound Level at 100 feet (dB)**
1	ST-46	240	60	65
2	ST-50	120	66	67
3	ST-51	170	62	66
4	ST-52	170	63	66
5	ST-53	125	65	66
6	ST-54	240	60	65
7	ST-55	115	67	68
8	ST-56	285	60	66
9	ST-57	290	57	64
10	ST-58	215	61	66
11	ST-59	260	57	64
12	ST-60	190	59	63
13	ST-61	390	52	61
14	ST-63	200	59	63
15	LT-5	215	65	70

SILICON VALLEY EXPRESS LANES

Attachment D



SR 85 Express Lanes - I-280 to SR 87 **ATTACHMENT E**

Single-Lane Express Lanes versus Double-Lane Express Lanes Comparison

Category	Single-Lane Express Lanes	Phased Double-Lane Express Lanes	Double-Lane Express Lanes
Total Cost of Segment between US 101 and US 101	$ 65 million	$198 million	$ 176 million
Segment Length between I-280 and SR 87	11 miles	11 miles	11 miles
Total Cost of Segment between I-280 and SR 87	$ 35 million	$170 million	$150 million
Total Right of Way Width (on average)	178 feet	178 feet	178 feet
Total Pavement Width[1] (on average)	112 feet	138 feet	138 feet
Changes Truck Ban on SR 85?	No	No	No
Requires EIR/EIS rather than IS/EA?	No	No	No
Range of Noise Levels	To be studied[2]	0 - 3 dBA Increase	0 - 3 dBA Increase
Air Quality Assessment	To be studied	No significant impacts; improved air quality over No Build	No significant impacts; improved air quality over No Build
Travel Speeds between I-280 and SR 87 [3]	GP = 23 to 39 mph EL = 53 to 64 mph		GP = 29 to 59 mph EL = 55 to 65 mph
Total Time Savings over Do Nothing (Annual weekday hrs)	Less than savings for double lane alternative	750,000 hrs at the time of double EL implementation	750,000 hrs
Projected Gross Annual Revenue Generation Level in 2020 (US 101 to US 101)	$8 million	$8 million	$12 million
Projected Gross Cumulative Revenue Generation over 30-year Period (US 101 to US 101)	$ 400 million	less than $800 million	$ 800 million
Planned Development Phase	Future Phase (Design in 2016 to 2018)	Future Phase (Design in 2016 to 2018 and 2023 to 2025)	Future Phase (Design in 2016 to 2018)

Notes:

[1]Measured at maximum pavement width.

[2]The noise level is expected to be less than or similar to alternative with dual lanes.

[3]Existing travel speed ranges are: GP = 22 to 46 mph; HOV = 42 to 70 mph.

SANTA CLARA
Valley Transportation Authority

Date: April 15, 2015
Current Meeting: May 14, 2015
Board Meeting: N/A

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Policy Advisory Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director of Public Affairs and Marketing, Bernice Alaniz

SUBJECT: Marketing Transit Service to High Density Housing Corridors

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FOR INFORMATION ONLY

BACKGROUND:

In continuing efforts to increase ridership and revenue, VTA staff has been proactively working with numerous high-density housing developments along bus and light rail corridors to promote transit use.

DISCUSSION:

VTA staff has been focusing communications and marketing efforts on the new developments along the North First Street/Tasman/Zanker corridors to offer participation in the Residential Eco Pass Program and promote bus and light rail services.

VTA recently expanded mid-day service on Line 58 serving Alviso and the Montague Expressway/Rivermark area. The Line 58 expanded mid-day service, which travels every 30 minutes, allows residents and employees in the area to take Line 58 to shopping and restaurant destinations including Rivermark Plaza, @First Shopping, North Park Apartments, Nicholson Plaza and restaurants in Alviso. Promotional materials produced in support of building ridership on this expanded service included:

- VTA bus bench ads along the route
- Posters distributed to local businesses and to VTA employees
- Take One promotional flyers
- An article in Take-One
- Customized maps for residential units along the route
- Customized Welcome Wagon Folders with bus and light rail information

In addition, VTA partnered with local businesses that are willing to offer VTA customers discounts when they show valid VTA fare. The following businesses have offered the following incentives:

- Round Table Pizza- Buy an Extra-Large Pizza and get $5.00 off with a valid VTA fare
- Coffee Bean and Tea Leaf - Buy One, Get One Free
- Chick-fil-A - Free Menu Item of the Day
- Maria Elena's Restaurant - Free soda with purchase of an entrée
- Lunch with Tony - 10% off total bill

Of equal importance, staff has been cultivating relationships with developments along the corridor to both promote Line 58, and to promote Eco Pass. VTA staff has been building relationships with:

- Aire Living (River Oaks & Iron Point)
- Riverview & Pinnacle Apartments (First Street & River Oaks)
- Northpark Apartments (First Street & Rio Robles)
- Domain Apartments (First Street & Vista Montana)
- Crescent Village (Zanker & River Oaks)
- The Verdant & Enso (Tasman & Zanker)
- Venue (Tasman & Baypointe)

Due to proactive outreach, the following communities are now participating in VTA's Eco Pass program:

- Avalon at Cahill Park
- Gish Apartments
- Riverwood Grove & Riverwood Place Apartments

It is important to note that the residential communities in close proximity to major high-tech companies such as Cisco, Samsung, Brocade and the Moffett Park area already participating in Eco Pass and pre-tax commuter benefit programs. There is an assumption that employees who work for these companies will choose to live in these communities. VTA staff can leverage this multi-connective structure by aggregating and analyzing ridership patterns and data, gathered from employee transportation coordinators and residential commute managers. Using the data gathered, VTA can further improve VTA services, such as refining trip times, drop off and pickup locations, and routing.

To gauge success of these efforts, the following metrics will be used:

- Report from business partners like Straw Hat and Coffee Bean about increased patronage by VTA customers.
- Usage of light rail stations and bus stops along the corridor that include:
    - River Oaks, Tasman, Baypointe, Cisco Way and Champion Light Rail stations

- Bus Line 58 and Bus Line 140

It is expected that results of these efforts can be accurately measured and reported back to the committee after a 6-month period.

ALTERNATIVES:

There are no alternatives to this item.

Prepared By: Dino Guevarra, Market Development Manager
Memo No. 4986

SANTA CLARA
Valley Transportation Authority

Date: March 23, 2015
Current Meeting: May 14, 2015
Board Meeting: N/A

BOARD MEMORANDUM

TO: Santa Clara Valley Transportation Authority
Policy Advisory Committee

THROUGH: General Manager, Nuria I. Fernandez

FROM: Director of Planning and Program Development, John Ristow

SUBJECT: Transportation Grant Funding Programs

FOR INFORMATION ONLY

BACKGROUND:

Transportation operations and infrastructure in Santa Clara County is funded by myriad of sources originating at the federal, state and local level.

DISCUSSION:

To address a Committee request, VTA staff will provide a brief presentation at the May PAC meeting on current transportation funding sources.

Prepared By: Marcella Rensi
Memo No. 4987